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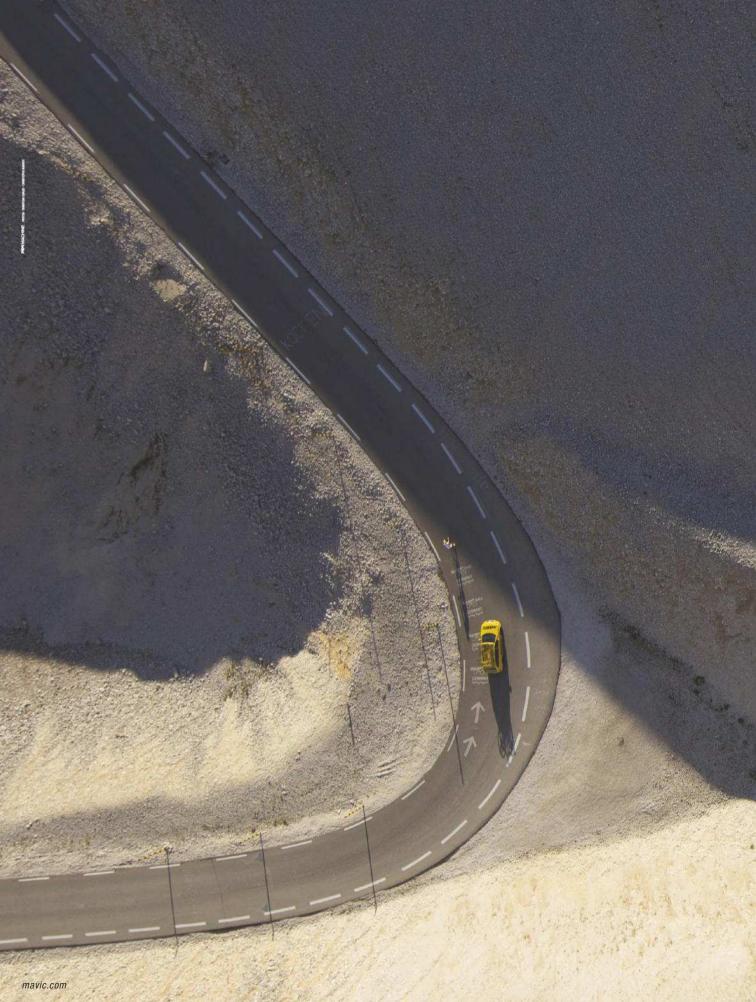












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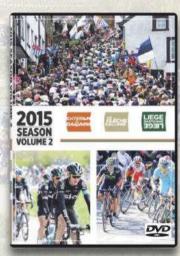
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## THIS ISSUE 05/11

## Time to get out the winter hack

re you back on your winter 'hack' yet? I got out for a ride on mine this weekend having put it off for as long as possible.

It's not that I don't like my steel Rourke, I love it, it's just that the moment I stop riding my full carbon race bike is the moment I accept that the cold, wet, dark winter days are here.

I'd cleaned my winter bike and put it at the back of my shed last spring — the first time I'd ever managed to do this I might add. Usually it gets put in storage covered in dirt and with a healthy layer or rust already starting to form on the chain — but it still needed a little attention. The rear brake cable had seized and it needed new mudguards.

I stretched out these updates over a couple of weeks and therefore in my mind successfully delayed the start of winter. But last weekend the Rourke was ready and waiting, and I could put it off no longer. Clad with some new parts, my comfortable (if a little heavy) steel bike finally got its first run out this Sunday.

The irony that it was the warmest November day on record and the roads were clean and dry was not lost on me. Still, I can't really be seen to be complaining about getting out for a ride on a beautiful, warm, sunny day in November, can I?



Simon Richardson Acting editor



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## Thomas targets the Tour in 2016

## Welshman to mount two-pronged Sky attack alongside reigning champ Chris Froome

Richard Abraham and Nick Bull

eraint Thomas has made clear his intention to target the 2016 Tour de France — and Sky insist he can do so alongside defending champion Chris Froome.

Thomas, 29, was on the campaign trail last week alongside the release of his book, *The World of Cycling According to G*, and outlined his ambition to compete in next year's Tour as a protected rider alongside Froome.

"If I keep on improving, commit to it totally, have a team around me, a podium is certainly realistic," Thomas told the *Guardian* last week. "And you'd aim to win it. You would be there or thereabouts — especially if the route was good for me. It's certainly exciting."

Sky will support Thomas's ambitions next season with head of performance Rod Ellingworth telling *Cycling Weekly* that the team wasn't afraid of a potential leadership clash like that between Froome and Bradley Wiggins in 2012. "The easiest thing to do is to have one leader and to put everything behind them but we go into as many races as we can with a leader and a back-up leader; we never shy away from that fact," Ellingworth said.

"At times it's a challenge to deal with a lot of successful people. We believe that the future of the team is to keep pushing people through. We totally appreciate the people we have. We certainly don't want to squash their ambitions."

Froome backed Thomas's claims to be a protected rider and said he would welcome the internal competition from Thomas, who sat fourth overall in this year's race until dropping out of contention on stage 19.

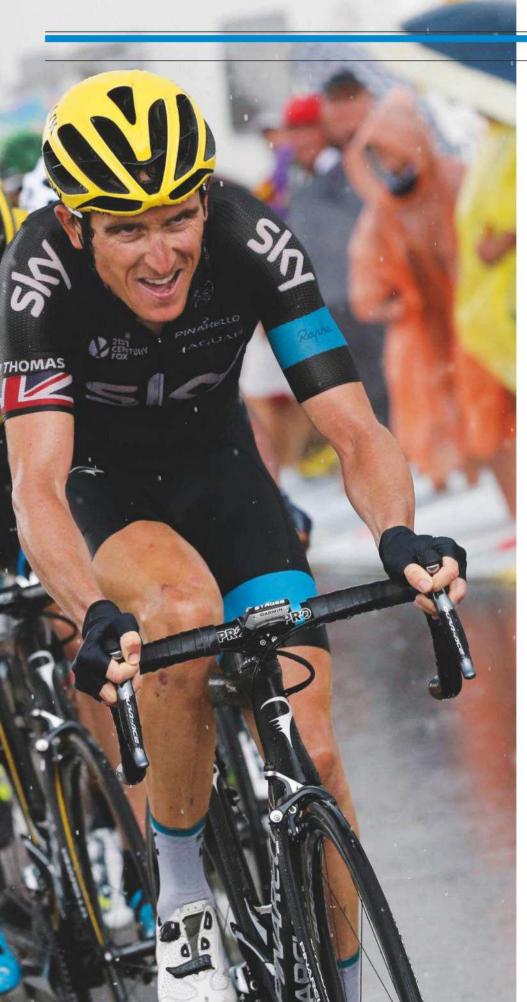
### Olympic pedigree

"The way G rode this year, he definitely needs to be more protected next season and have a go at the GC himself," Froome told *CW*. "Maybe in a way we'll push each other a little bit and maybe get a bit more out of ourselves and improve."

Thomas's recent PR blitz is not entirely coincidental. Already a favourite among British cycling fans, he makes a perfect heir apparent to Wiggins with his charisma, gutsy riding style and Olympic pedigree. The Welshman's time has come.

"G is not somebody who shouts from the rooftops, he's a very level-headed guy. The change is that he realises this is possible and he's going to commit to it [the Tour]," Ellingworth added. "He's genuinely up for it, he wants to do it and he's ambitious. He knows he's in a good environment. This is his turn now — it's his time in life and he's got to keep pushing forward."





## The next step for Thomas

What does Geraint Thomas's Tour de France ambition mean for him, Chris Froome and Sky next season?

## Will Thomas race the Classics?

Thomas, winner of E3-Harelbeke earlier this year, will not forgo the 2016 Classics entirely but the onus of leadership is now likely to fall more heavily on lan Stannard and Luke Rowe. After all, the chaotic cobbled Classics are a risky period for any rider with ambitions for July.

## Will he and Froome race together beforehand?

Froome's and Thomas's race programmes will be set out following Sky's December training camp but it is likely the pair will race together before July with Sky's core Tour group of riders. Thomas could target stage races of his own, as he did when he came second in the 2015 Tour de Suisse.

## Why won't they fall out?

Thomas and Froome are regular training partners in and at Sky's base on the French Riviera around Nice and Monaco. Their relationship seems to be more robust than that of Wiggins and Froome, with both having praised the strong team spirit during 2015.

## How will it work at the Tour?

Thomas is likely to assume the role also played by Richie Porte in the last two years: that of Froome's last rider in the mountains. It means he can expect to do less work on the front on the flat and in the mountains, meaning Sky will have a hard job to replace him like-for-like.

## Would Froome be prepared to ride for Thomas?

Thomas has regularly played the role of super-domestique to Froome but if the Welshman were better placed overall, would Froome sacrifice his own chances for his team-mate? Regardless of the answer, the debate will provide a fascinating talking point leading up and during to next year's Tour.



## Bideau's record ride in dispute

100-mile course could fall short

Chris Marshall-Bell

onfusion reigns over Richard Bideau's 100-mile distance record set in July after it was claimed the course was 0.2 miles short.

The 44-year-old Pendle Forest CC rider posted a time of 3-18.54 on the Stockton Wheelers-promoted event on the T1002 course from Crathorne to Dishforth, in North Yorkshire, on July 5 to beat Kevin Dawson's 2003 record by 3-51.

But Cycling Time Trials (CTT) were provided GPS files last week that showed a number of competitors' Garmin devices had recorded a course distance of sub-100 miles.

Subsequent GPS measurements by the CTT's Teesside District, using a Garmin Edge 200 device, confirmed the course's short distance. A second analysis using a measuring wheel was scheduled to take place this week.

"We received evidence last week of a substantial number of Garmins that returned distances of around 99.8 miles. That was enough to investigate further and ask Teesside District to re-measure," Nick Sharpe, CTT's national secretary, told *CW*.

If the distance proves to be short, Bideau will also lose his 2015 Best British All-Rounder title on the basis that he does not have another 100-mile qualifying time. Adam Topham (High Wycombe CC) would claim the prize for the fourth successive year.

Bideau said he would be: "disappointed but not totally upset if I do lose the BBAR because of the great season I've had." He went on to add: "I think the course probably is short but recent GPS measurements aren't conclusive. I also have questions about the murky process by which this came to light, some four months later.

"It's a disaster for time trialling as it looks so bad."



## "My face must have looked like that of the antipathetic spouse who'd been dragged to a bike show by their other half"

ith three chickens, two goldfish and two children under 10 years of age, our house seems at times to more closely resemble a farmyard than a family home. So surely one extra furry little friend couldn't do any harm, could it?

For weeks, Mrs Hayles had not only been badgering me but blackmailing the kids as to how many steps closer they were to — or, more often, further away from — the possibility of adding to the household. After much deliberation, a visit to the breeders was put in the diary. On arrival, we were met by the owners of a very tired-looking Cockapoo — fatigued from the constant grief she was getting from her seven 'bundles of joy' biting, clawing and generally misbehaving around her.

My face must have looked like that of the antipathetic spouse who'd been dragged kicking and screaming to a bike show by their other half. You know the ones: those with absolutely no interest in anything on offer but who are all too aware of the bank balance as it plummets throughout the course of the day. So, after 20 minutes of very one-sided discussion, we decided that we would go and have the inevitable 'think about it' over a cup of coffee.

OK, in reality I got dragged straight to the shops to buy everything we thought we'd need to cater for our future member of the Hayles clan. Before I knew what was happening, the call was made and the deal was done.

Three weeks later, I don't seem to have a pair of socks without a hole bitten through them. Come to think of it, there isn't much left at ground level that hasn't been either chewed or mauled by our ball of fur named Mags. It's just a good job all our bikes are hung up, otherwise the cost of tyres alone would dwarf our weekly food bill.

But you know what, I'm the soppy one who is letting Mags get away with murder, while everyone else, including the kids, is trying desperately to set the ground rules. Till I caught her taking a natural break on my Rapha cycling shoes, that is — at which point, I really did throw a spanner, not so much in the works, as right across the garage.

Former double world track champion, Rob Hayles is a pundit for TV and radio. He's also a coffee connoisseur and garden shed inventor

## KEEP THE WEIGHT OFF THIS CHRISTMAS



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## **Monday October 26**

Italian bike manufacturer Colnago issued an apology after a picture it posted online caused uproar on social media. The picture of a Lycra-clad woman leaning provocatively over a bike was uploaded to Twitter.

## **Tuesday October 27**

Mauro Santambrogio retired from cycling after receiving a three-year ban from the UCI. The Italian, 31, tested positive for testosterone during an out-of-competition test in October 2014 while already serving a ban for EPO use.

**Wednesday October 28** 

Ivan Basso announced
he would remain with
Tinkoff-Saxo in a new role
as technical coordinator next
season, following his successful treatment for
testicular cancer.

## **Thursday October 29**

BMC's Belgian youngster Loïc Vliegen successfully underwent surgery in Leuven to correct a congenital heart defect. The 21-year-old is expected to recover in time to race next season.

## Friday October 30

French rider Lloyd Mondory received a fouryear ban for testing positive for EPO in an out-of-competition test on February 17 this year. The 33-year-old former Ag2r rider will be eligible to race again on March 9, 2019.

## **Saturday October 31**

Government ministers were accused of turning their backs on cycling by failing to guarantee funds for the development of safe bike lanes. Cycling is set to lose out when the five-year government department budgets are announced.

## **Sunday November 1**

Australian Bridie O'Donnell announced she would attempt to break the Women's UCl Hour Record in Adelaide on January 22, 2016. American Molly Shaffer Van Houweling holds the record of 46.273km.



## Rio 2016 now only 274 days away

James Gaukroger

aura Trott led the way for Great Britain at first round of this winter's Track World Cup in Cali, Columbia, with a brilliant victory in the women's omnium on Sunday.

Trott, reigning Olympic and European champion in the discipline, won the elimination race and never placed outside the top three in its other five events. Her

final tally of 213 points was 53 clear of nearest rival, France's Laurie Berthon.

Despite having a comfortable lead going into the final round, the 25-kilometre points race, the 23-year-old sealed her victory by gaining a lap on most of her rivals.

"As much as it was a nice position to be in going into that race, I wanted to come away from the race knowing that I can take laps, knowing that I am strong enough to do that," she said.



Trott was rested from the women's team pursuit squad after the qualifying heat to focus on the omnium in the three-day meeting, yet despite this and a sick Elinor Barker, the British quartet impressively still took bronze.

With UCI rules stating four riders must start heats, Barker did just that in the third-place ride against China. She pulled off the track almost immediately, yet Katie Archibald, Ciara Horne and Joanna Rowsell Shand posted a time of 4-26.662 to beat their medal rivals by two tenths.

Andy Tennant took Britain's sole silver medal of the meeting in the individual pursuit, but rued a gear change ahead of the final. Riding a 106-inch for the qualifier, the 28-year-old rode a PB of 4-19.992. However, he lost to German Domenic Weinstein having opted for a 108-inch for the final. "It was just too big for me," he said.

Tennant was part of the men's team pursuit squad — alongside Sir Bradley Wiggins, Jon Dibben and Owain Doull — who finished fifth. Dibben finished in the same position in the men's omnium.

Britain's sprinters returned home without a medal: Jason Kenny rode to seventh in the men's sprint competition, Lewis Oliva placed ninth. Alongside Philip Hindes, the trio failed to qualify for the team sprint finals after qualifying in fifth.

Victoria Williamson and Katy Marchant came ninth in the women's team sprint. Neither Marchant nor Jess Varnish would go further than the second round in the women's sprint. Both Kenny and Marchant failed to progress through the keirin qualifying heats.

## New York winner stripped and banned

The winner of this year's Gran Fondo New York, Oscar Tovar, has been stripped of his title and given a two-year ban after he was found to be competing on synthetic testosterone. The Colombian tested positive for the substance in a test conducted by the US Anti-Doping Agency, and has also been given a lifetime ban by the event organiser. Tovar's was the third positive test from the event since controls were introduced in 2012.

## Parkinson heading to Italy

Dewsbury born Abby-Mae Parkinson will link up with fellow Briton Jessie Walker at the Italian Servetto-Footon team for the 2016 season. The 18-year-old, who was previously part of British Cycling's Olympic Development Programme, joins the UCI-ranked team from the Giordana-Triton squad. Parkinson won the Junior National Road Race title this summer, and also finished 18th in the World Championships junior road race in Richmond in September.

## McNally signs for Pro Conti squad

Mark McNally has become the latest British rider to move up to Pro Continental level, announcing he will join Belgian squad Wanty-Groupe-Gobert for 2016. The 26-year-old will move up to cycling's second division from Madison-Genesis, giving him a chance of selection for Paris-Roubaix and the Tour of Flanders, to which his new team regularly receive wild card invitations. Merseysider McNally previously rode for five years with Belgian squad An Post-Chain Reaction.

## **Aldag joins Cav at Dimension Data**

Mark Cavendish's long-term directeur sportif Rolf Aldag joined Dimension Data, linking up with the Manxman again from Etixx-Quick Step. The German joins the South African squad as a performance manager. Aldag and Cavendish have previously worked together at T-Mobile and HTC-Highroad until 2011, then again at Etixx from 2013.



Helen Wyman (Kona Factory Racing) leads her compatriot Nikki Harris (Young Telenet Fidea) up the cobbles of the Koppenberg during the Koppenbergcross in Oudenaarde, Belgium, the second round of the BPost Bank Trophy series, last Sunday. Harris went on to finish third in the race, with Wyman in sixth. Both are due to line up at this weekend's European Championships in Huijbergen, the Netherlands. See page 34 for an interview with Nikki Harris.

## To do this week...



## Tickets for an audience with Sir Dave Brailsford, November 25, London

Former political aide turned author Alastair Campbell is in conversation with Team Sky manager Sir Dave Brailsford, discussing the team's third Tour de France win and how he transformed the fortunes of British cycling. Tickets for the event, taking place at Mayfair's Royal Institution, cost £30. www.bloodwise.org.uk/SirDaveBrailsford



## Enter

## 2016 Virgin Money Cyclone Challenge, Northumberland, June 18

Forming part of the popular Cyclone cycling festival in and around Newcastle, the event's 34, 64 and 106-mile sportives return for the 10th year. Set in beautiful Northumberland, the amateur rides share parts of the courses used in the Beaumont Trophy and women's Curlew Cup road races, most notably the challenging Ryals climb. Entry costs £30. www.cyclonecycling.com



## Shoulder to Shoulder: Bicycle Racing in the Age of Anguetil

Over 100 terrific cycling photographs from the 1960s illustrate the story of cycling's then superstar, five-time Tour de France winner Jacques Anquetil, and his companions. The collection is of rare and valuable photos, most of which are previously unseen. Tom Simpson and Rik van Looy are featured, too. RRP is £10.99. www.velopress.com



## European winter training camps, various sports travel agencies

Even with the recent unseasonal weather in the UK, heading to the sun for a winter training camp in southern Europe is never a bad idea. Majorca remains a *Cycling Weekly* favourite, with companies such as Sports Tours International, Sun Velo and Sport Active all offering camps over the coming weeks.















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## Jim Henderson's 5.4kg Kuota hill-climb bike

Having ridden his final race, the former hill-climb champ talks us through his lightest ever bike

**Photos: Andy Jones** 

It's the lightest bike I've ever had," said Jim Henderson of this stripped-down, 5.4kg Kuota K-Uno, upon which the five-time British hill-climb champion rode what he says was the final race of his career, at the end of October. The 42-year-old previously

hung up his wheels in 2009 but has slowly returned to competition over the last four years - culminating in a 14thplaced finish in the National Hill-Climb at Jackson Bridge in West Yorkshire on October 25.

Riding his 49cm, 890g Kuota carbon-fibre road frame, Henderson topped the veterans' category before declaring: "That's it for me!"



The Eccentric Eno hub offers inbuilt chain tension adjustability, allowing Henderson to ride a fixed gear on a road frame. Note the empty holes. These Pete Matthews-built wheels use irregular spoke patterns to pair 20/24h rims with larger capacity hubs. Tyres are Veloflex — 18mm at the front.



# Everybody's Friend — book review

## The story of Dave Rayner and the Rayner Fund, by Peter Cossins

new book telling the story of British cyclist Dave Rayner and the fund set up in his name went on sale today.

Everybody's Friend is written by cycling author Peter Cossins and features interviews with those that knew Rayner, who died in 1994 following an assault in a nightclub, and riders who have benefitted from the fund, including David Millar and Russell Downing.

"It was quite an emotional experience, particularly talking to Dave's mum and dad, Barbara and John, his wife, Serena, and close friends such as Chris Walker, Rob Holden and Brian Smith," said Cossins.

"My aim was to let them tell the story of Dave's life and of the fund in their own words and to remind both those who receive funding and give it of exactly what makes the Dave Rayner Fund such a vital part of British cycling."

The fund celebrates its 21st birthday this year and in its history has supported more than 250 riders to race abroad. Tickets for its annual dinner, which takes place this Saturday in Leeds with special guests including Steve Cummings, Adam Yates and Owain Doull, have sold out.







## "I liked the idea of getting our customers involved. It's as much about emotion as it is financial intellect"

ur company's aims were simple: by selling part of our Vulpine clothing business to customers and investors, we were looking to raise £500,000 to fund international expansion in the USA and Asia with a Made in Britain range. I certainly never expected that we'd raise double that in a two-week period [£1,026,280 — for a 17.03 per cent share of the business].

It's a frightening concept: business is scary enough when you talk to potential investors normally — you sit in front of a couple of people in a boardroom and you can gauge their reactions there and then.

But doing it online, you step into a completely unknown environment. I didn't know if people would like the idea of me with my fat, beardy face appearing in a video asking for money to help make our company bigger! There's a part of you that expects people to say 'no, do it yourself, mate!'

So why crowdfunding? After all, when such websites emerged a few years ago, they were viewed as a bit of a 'chuck money at a wacky idea and see what happens' type thing.

We could have gone to private equity companies and asked them for the money, but I liked the idea of getting our customers involved. It's as much about emotion as it is financial intellect: people want to invest in something that makes money, but also something they care about.

Before we launched, I was blogging about how I was trying to get the company going. When potential investors are asking 'who's behind it?', 'what are they doing?' and 'why does it matter?', the interaction and transparency we've gone for since day one has a big impact on their decision.

What's happened with Vulpine in the last few days shows what's happening in cycling in the UK at present. I've ridden a bike since I was a kid in the 1980s, an era when it was dreadful to be a cyclist. We're now in an era with a big social movement around cycling. Having a Vulpine men's and women's road and off-road cycling team remains one of my big dreams. Maybe that isn't too far away from coming true!

Following a career that involved running nightclubs in Manchester, managing a branch of Oddbins and being a film producer, Nick Hussey created the Vulpine cycling clothing company in 2012.

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## THE BIG QUESTION

## "What do you think of Mark Cavendish's move to MTN-Qhubeka/Dimension Data?"

Etixx didn't seem quite right for him. Moving to Dimension Data should help revive him. He also brings his experience, which will be valuable to the younger guys. Great that Mark Renshaw and Bernhard Eisel are going too. Edvald Boasson Hagen will also be very strong for the lead-out. Excited to see what Cav can do next year.

Tom Knight

Good for the team and good for Rio if he can be released for the track too.

Martin Barton

It will move [the team] to the next level. They've made a few good signings and will only get stronger with Cav winning stages for them. More victories equal more money, more recognition and Grand Tour invites. It can only be a good thing for them.

Gareth Loft

He had to leave Quick Step. He never got the full support he deserved. I'd go as far to say, he would have been better off at Team Sky. At least when they committed, they committed fully to him. Too many superstars at Etixx-Quick Step.

Andrew Lucas

It shows Mark Cavendish thinks more about success than money, which is a

rare thing these days. You can see from past efforts he is always helping charity as well, so it's a great fit. He has a great team there already who all have points to prove.

Richie Watkin

I think it's great! Change can do wonders for an athlete.

Troy Cornyn

On a good day he is now the third/fourth quickest in the peloton. Not sure the Dimension Data train will do him any favours compared with one that was driven by Tony Martin, Stybar, Trentin, Kwiatkowski, Velits, etc. I'm afraid the domination is over.

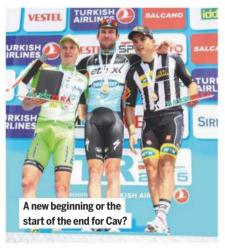
Barrie Brain

It's fantastic. Hopefully he will be given more freedom by the team and he'll win a race from a breakaway! Imagine cheering him to hang on as his breakaway companions all started attacking him within the final five kilometres — and then to see him smash them in the sprint finish.

Tom Cullen

I like the move and it's great to see the old HTC-Highroad gang of Cav, Renshaw and Eisel back together.

Joe Russell



It seems a step down from where he has been operating. He is still in the top 10 sprinters in the world but he isn't in a class of his own like he was four or five years ago. He regularly had the beating of Greipel a few seasons ago, yet even Greipel beats him more often than not. It's unlikely Greipel is improving in his age, which tends to suggest Cav is on the decline.

Ant Smith

## Next week's big question...

What's your verdict on the 2016 Tour de France route?

Reply to us at cycling@timeinc.com or at www.facebook.com/CyclingWeekly



Dhoto: Graham Watson

## Letters

Letter of the week wins a Lazer 02 helmet worth £69.99



## Six so special



I took advantage of the *Cycling*Weekly offer for reduced Six Day

London tickets and, equipped

with my trusty Nikon, headed to Lee Valley Velopark.

What a fantastic evening! With the athletes often only a few inches away and reaching speeds in excess of 40mph, the atmosphere was electric.

On returning home full of excitement, I began to research six-day events and uncovered a long history spanning more than 100 years. Amazing.

Tim Lonergan, email

## Not over the hill

Last year, aged 69, I participated in the National Hill-Climb Championships and gained an age group medal. This year my entry for the event at Jackson Bridge was refused. When I enquired whether age categories had been abandoned, I was told that there were "moves afoot to stop age-category awards" and that selection was now based on obtaining top-20 results in open HC events — a feat increasingly unachievable for the older age groups.

I and many others feel strongly that older riders should have the opportunity to compete at national level against competitors of similar age.

So come on, CTT, as well as catering for the younger, faster riders, give us a chance to take part in what has become an iconic event.

Huw Parry, email

## Parking debacle

Nick Bull says that the ticket buying public need to be impressed if Six Day London wants any chance of being a success. He might consider whether it is access to the venue rather than the event itself that is the problem.

In his 'official' capacity, Bull might well have been able to drive to the velodrome and park outside. No such luxury for us customers who are dumped at Stratford station to face a 20-minute walk in the dark through a not particularly pleasant part of east London. Until public parking spaces are made available my wife and I will not be prepared to attend any evening events at the velodrome. I suggest others might well be of the same mind.

Arthur Harragan, email

## **Mutual interests**

While touring Brittany, having met no English people for two weeks, I started talking to a lady on our campsite who said her husband was fed up because they couldn't get reception on their television.

I suggested to my partner to wander over to their motorhome with a few copies of *Cycling Weekly* as a cheering gesture.

After half an hour, the man's wife appeared and said the two men were talking bikes, and asked if I'd like to join them. What an amazing couple. He's 84 and still cycling every day; she's 80 and still swimming every day — and both still tour Europe in a motorhome. Your magazines found a good home.

Linda Green, email

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Feature

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## Whatsin a mickname?

Dave 'Nasher' Nash takes a look at the long history of nicknames in the pro peloton

24 | November 5, 2015 | Cycling Weekly

Physical characteristics and attributes, native towns and occupations provided a fertile hunting ground for suitable monikers, and when the diminutive 5ft 4in Italian émigré, Maurice Garin, who had financed his early passion for road cycling through his work as a chimney sweep, won the inaugural Tour de France in 1903, a smile must have passed over the face of the editor of *L'Auto* and founder of the Tour, Henri Desgrange, when 'the Little Chimney Sweep of Arviers' swept all before him and triumphed in Paris.

To the readership of *L'Auto* and the wider public, Garin and his contemporaries were now celebrities, and their nicknames served to add to the mythology surrounding them.

This culture of nicknames showed no sign of waning as the century moved on. When the British rider Tom Simpson arrived on the Continent, elegant, handsome and with a ready smile, the French press and public embraced him as one of their own, christening him

'Major Tom' — a name borrowed from a fictional English gentleman living in France and the hero of a series of books written by Pierre Daninos in the 1950s. Simpson was happy to play along with this association. Newsreel and newspaper photographs record him impeccably dressed in Savile Row tweed, bowler hat perched over his angular features and clutching a cane umbrella.

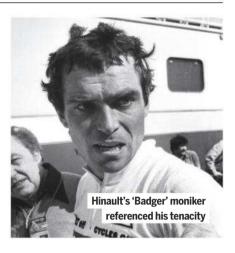
It was a moniker that provided Simpson with an identity that the French public could relate to — they admired his reckless, attacking riding, and adored his quintessential Englishness. When he became the first British cyclist to pull on the maillot jaune in 1962, he happily posed for *L'Equipe* with bowler, umbrella and sipping a cup of tea (left).

## **Badger honour**

Bernard Hinault was another rider whose nickname became an extension of his persona. Nicknamed, affectionately, 'le Blaireau' (the Badger) in his youth by older team-mates, the moniker was adopted by the French press and came to perfectly encapsulate the ferociously unrelenting riding of the five-time Tour champion. It was a nickname that Hinault embraced with alacrity. "It does not bother me at all," he told the

## "Elegant, handsome Tom Simpson was christened Major Tom by the French press"





magazine, *Bretons*, in 2008. "I know how the animal [the badger] behaves when it is hunted, I had the same reactions. When annoyed, I returned to my sett. But when I re-emerged, I attacked!" That combative quality was evident throughout his career, and more recently on the Tour de France podium, whenever the territory of 'le Blaireau', now master of ceremonies, is threatened.

Some would argue that 'the Badger' was the last of the great cycling nicknames and that the modern era has witnessed an encroaching lack of inventiveness that has more in common with the Premiership football ground than the offices of L'Equipe. There's no denying that the arrival of Team Sky and Orica-GreenEdge at the WorldTour in 2009 and 2011 respectively, with their inherent Anglo-Saxon preference for simple plays on real names, like 'Stuey', 'Wiggo', 'Whitey', 'G' and 'Gossy' has somewhat stifled the creativity. In fairness though, part of the reason for this change in the contemporary peloton is the need for directeur sportifs to rapidly fire orders and tactics to specific riders over race radio.

OK, so the modern era may have resulted in shorter, less inventive monikers, but there's still cause for hope. Mark Cavendish's ubiquitous sobriquet 'the Manx Missile', for example, is evidence that a good nickname not only sticks, but once established, is routinely used by everyone. And what is more, 'the Manx Missile' is the direct descendent of nicknames such as 'the Human Locomotive' (Learco Guerra), 'the Cyclone from Baca' (Domenico Piemontesi), 'the Flying Dutchman' (Hennie Kuiper) or the unforgettable Steve 'Fenwick Flash' Bauer. There

Photos: Graham Watson, Yuzuru Sunada, Pressesports, Offside/L'Equipe

are many other fine examples from the contemporary peloton, all of which are steeped in the rich heritage of cycling nicknames: 'the Little Prince of Verona' (Daniel Cunego); 'Spartacus' (Fabian Cancellara); 'Purito' (Joaquim Rodríguez); 'Pistolero' (Alberto Contador) and even 'Froome Dog' have antecedents from the cycling past.

Cycling nicknames are inspired by many things: nationality, hometowns, physical attributes, demeanour on the bike as well as off, and some combination of two or even three of those categories. Others are far more leftfield and require explanation. The good ones, the *great* ones, are those that somehow encapsulate the essence of a rider and hint at what marks them out from the rest of the peloton. 'The Badger'; 'the Emperor of Herentals'; 'Cash Register'; 'the Red Devil'; 'Bling'; 'the Eagle of

Toledo'; 'Super Mario'; 'il Pirata'; 'the Flea of Torrelavega'.

All winners, but one of the greatest has to be 'the Tashkent Terror'. It's a name that conjures up an image of an unhinged marauder, slaying anyone unfortunate enough to invade his personal space, including his own brothers-in-arms. Watch any footage of the Uzbek sprinter, Djamolidine Abdoujaparov, in a bunch sprint and you'll appreciate the perfection of the name! Or how about 'Fat Dog', the moniker of the early 20th century

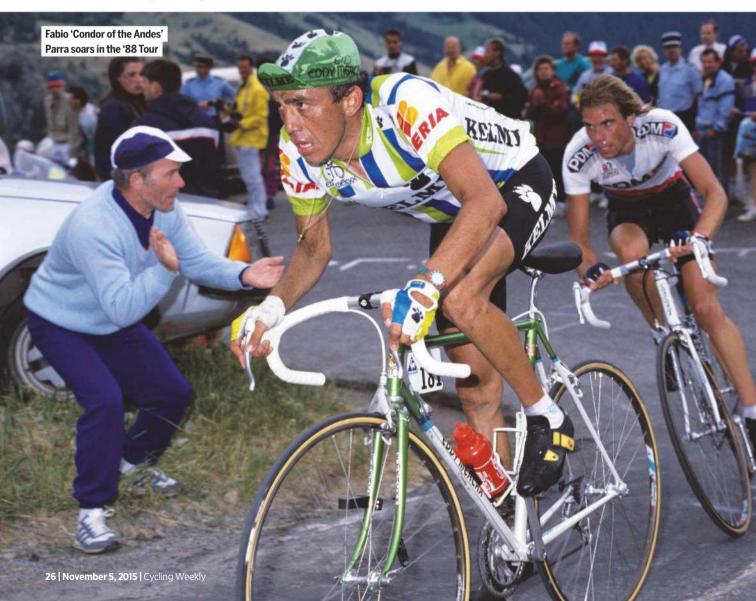
## "Lion King', Mario Cipollini was also known as 'the Florentine Mouth"

Belgian, Philippe Thys, which simply, but succinctly, evokes his low riding position.

### **Back to work**

Occupations were used often, especially in the era when many cyclists had to work in order to finance their participation in the sport. The era of Maurice Garin was populated by riders such as 'the Butcher of Sens' (Lucien Pothier), 'the Miner' (Félix Sellier) and 'the Mason of Friuli' (Ottavio Bottecchia). Even as late as the 1970s, the Belgian, Frans Veerbeck was nicknamed 'the Flying Milkman', having temporarily quit the sport and taken up a milk round. And a final, ignoble mention should go to the Italian serial doper, Riccardo Riccò, who, for obvious reasons, is often referred to as 'the Pharmacist'.

The richest feeding ground for nicknames, however, is the demeanour of



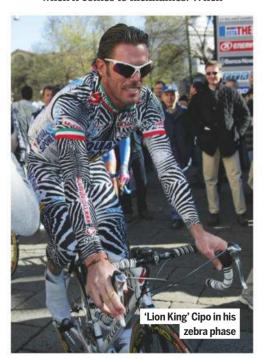
cyclists when riding. The refined grace of Jacques Anquetil in the time trial earned him the sobriquet, 'Monsieur Chrono'. Hugo Koblet, 'the Pedaller of Charm' and, more recently, the slightly non-PC moniker of 'der Panzerwagen', given to the German time trial and solo breakaway specialist, Tony Martin.

The character of riders off the bike also inspire many. The Italian, Andrea Noè, is known as 'Brontolo', the Italian name for 'Grumpy' from the Snow White and the Seven Dwarves. With echoes of Tom Simpson, the French press nicknamed the sartorially sophisticated David Millar 'the Dandy' early in his career and, with wonderful irony, Cadel Evans is known as 'Cuddles' — a corruption of his name and affectionate acknowledgement that he is not a man big on hugs.

### Pick a feature

Physical attributes also feature often. No guesses as to why Pantani hated his nicknames, 'Elefantino' and 'Dumbo', and likewise, Ferdi 'the Nose' Kubler and Albert 'Big Calves' Dolhats. Jean Robic had an appearance that would have got him work as an extra in *The Lord of the Rings*, hence his nickname 'the Hobgoblin of Brittany Moor'. 'Big Mig' for Miguel Indurain was inevitable. And the Belgian, Frans 'Chubby' Bonduel was obviously partial to cafe stops.

Hirsute riders make easy pickings when it comes to nicknames. When



Eugène Christophe, the first rider to ever wear the vellow jersey at the Tour de France, appeared on the start line with a new and abundant handlebar moustache, he was immediately christened 'le Vieux Gallois', on account of his resemblance to a Gallic warrior of old — think Asterix and Obelix and you're on the right lines. Octave Lapize, who famously spat the word "Assassins!" to Tour organisers during the 1910 edition of the race, as he crested the Col d'Aubisque, was simply known as 'le Frisé' (Curly) on account of his mop of black, tangly hair, while Ron Keifel, one of the first Americans to make an impact in Europe, was named 'Wookiee', after the species that spawned the Star Wars character, Chewbacca.

The self-styled 'Lion King', Mario Cipollini is rightfully proud of his lustrous mane, but to his detractors he was known as 'the Florentine Mouth' and after a particularly disastrous episode with some hair gel, was dubbed 'the Florentine Mousse' by the Italian press. Likewise, the gifted Belgian climber, Lucien Van Impe, who was dubbed 'de Vrouw' (the Woman) when he turned up for the Tour in the 1970s with a frizzy perm beneath his team issue cap. No such worries for the Spanish cyclist of the 1950s, Miguel Poblet. Though follically challenged from an early age, his 200 career victories anticipated the benefits of aerodynamics well before the era of skinsuits and wind tunnels. In retirement, however, 'the Divine Bald Head' miraculously produced a thick mat of hair!

The animal kingdom has provided a rich metaphorical feeding ground for nicknames. Sprinters borrow names from powerful primates (André Greipel, 'the Gorilla') and the climbers are invariably soaring 'eagles' (e.g. Federico Bahamontes). Paolo Savoldelli, a phenomenal descender, was known as 'il Falco' (the Falcon) and with impressive accuracy to indigenous species, the Colombian rider Fabio Parra, was labelled 'the Condor of the Andes' by the European press. Incidentally, when Colombian riders burst onto the European cycling scene in the 1970s, the Spanish press gave them the collective term of 'escarabajos' or 'scarab beetles', on account of their small size but huge strength and even now, Nairo Quintana is occasionally referred to as 'le Scarabée' by the French.

The elfin frames of the grimpeurs



## Straight out of nowhere

Just like his electrifying sprint that landed Giuseppe Saronni the 1982 World Championship in West Sussex, nicknames can sometimes come out of nowhere. The two-times winner of the Giro will be forever remembered, on these shores at least, as 'the Goodwood Rifle-Shot' because that was exactly what it was.

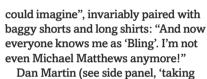
Likewise, when the cocky young neopro, Joaquim Rodríguez, passed senior riders on his new ONCE team as they trained repeatedly on a steep gradient, pretending to puff on a long cigar, did he anticipate being forced by his disgruntled team-mates to smoke a cigarillo — a purito in Spanish, in the team hotel that same evening? A lesson learned and a nickname gained, for Rodríguez, now in the twilight of his career, has been popularly known as 'el Purito' ever since.

Then there is the story of Giovanni Gerbi, who was given his nickname 'il Diavolo Rosso' (the Red Devil) from a local priest after he rode straight into a religious procession, wearing his trademark red jersey, initiating a brawl.

lend themselves to insect-inspired names, though Paolo Bettini was nicknamed 'il Grillo' (the Cricket) on account of his scattergun attacking style. Small statures have produced several 'Fleas', most recently Domenico Pozzovivo, but the Lilliputian German, Karl-Heinz Kunde, even trumped the fleas, when he was given the name 'Mikrobe' by his contemporary, Jacques Anguetil. And why should solid ground be an obstacle for a decent nickname, when the clear waters of the Mediterranean can serve up 'the Shark of Messina' (Vincenzo Nibali) and Franco Pellizotti is 'the Dolphin of Bibione', albeit one with a slightly higher haematocrit level than Flipper.

## **Animal magnetism**

For the Australians, the 'kangaroo' metaphor is always popular. Phil Anderson was known as 'Skippy', after the 1970s TV marsupial of the same name and Robbie McEwen was hailed as 'the Kangaroo of Brakel', after his training base in Belgium when he turned neo-pro. McEwen's compatriot, Michael Matthews, managed to escape the kangaroo tag, arriving on the European scene with a fully fledged nickname, given to him by the parent of a friend back home in Canberra, amused by the teenage Michael's habit of wearing "every piece of jewellery you



Dan Martin (see side panel, 'taking the mick-name') may not agree, but a nickname bestowed by your team-mates is probably the most treasured. Who better to appreciate and acknowledge your strengths and prowess? Marcel Bidot, active in the 1920s, was the ultimate team player, so committed to those around him that he was known

Bjarne 'Mr 60 per cent' Riis (right) in the '97 Tour

has been dubbed 'Prince Harry' thanks to the uncanny similarity and Dan Martin goes by the nickname 'Crosswinds' having assured his team-mates that he was an expert in negotiating sidewinds, only to be emphatically spat out of an echelon a few moments later.



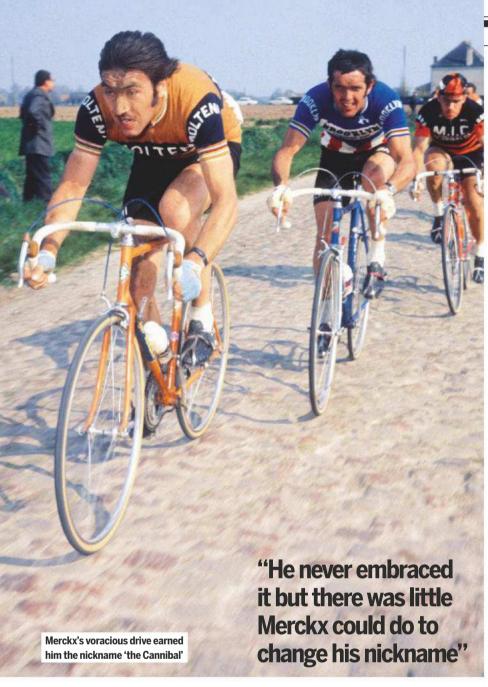
Taking the mick-name

For every affectionate pet name that celebrates a rider's phenomenal attributes or palmarès, there is one that takes a playful dig, though few would have the courage to call Bjarne Riis 'Mr 60 per cent' to his face, a reference to his suspiciously high red blood cell count. The American 7-Eleven sprinter, Davis Phinney, is known as 'Cash Register' on account of his insatiable appetite to chase the lucrative cash 'primes' at crit races in the Seventies. And as for the 1990s Spanish rider, Félix García Casas, let's just hope that his nickname, 'el Trampas' (The Fiddler), was down to a musical talent, rather than a fixation with his new pad insert. The contemporary peloton has a healthy appetite for mischief: Cav's favourite lead-out man, Mark Renshaw,

as 'la Mère Poule' (The Mother Hen) and 'the Trombone', which both perfectly convey his movement around the peloton, ever attentive to the needs of his team. The Lithuanian rider, Ramunas Navardauskas, who secured a podium finish behind 'the Terminator' (Peter Sagan) at the World Championships in September, is a pugilist by nature and nicknamed 'Honey Badger' by the Garmin squad. Check out YouTube and you'll understand why - the honey badger is one vicious little beast that you approach at your peril. Likewise German John Degenkolb, who has emerged as one of the new generation of Classics specialists, and following his Paris-Roubaix win this spring, was christened 'John Degencobble' by his Giant-Alpecin team-mates.

Will Degencobble catch on? If he continues to triumph in the cobbled Classics then possibly it will, but one can never be certain which nicknames will take root. Cyclists can accrue several nicknames, but sometimes it is only one that survives and some are quickly confined to history. The great Italian, Fausto Coppi, was nicknamed 'il Airone' (the Heron), on account of his rather hunched, gangling demeanour, but he will forever be known as 'il Campionissimo' (the Champion of Champions). L'Equipe recognised a similar languid gait in the riding style of Bradley Wiggins, though 'the Heron of Kilburn' never took flight.

Nicknames in cycling are no different







from those in the outside world, but in a purely cycling context, they remain very much the preserve of the professional peloton. I have a club-mate who styles himself as 'the Ram of Albania', yet given the lack of success of his many attacks, we smile at the irony. And that's the difference between pros and us weekend warriors - they've earned the right to a nom de guerre awarded for prowess in battle, an eternal reminder of their awesome feats, their strengths and attributes. The club rider who attempts to cultivate a nickname will induce only laughter and incredulity from his fellow riders. 'The Condor of the Mendips' or 'the Trowbridge CC Tornado' don't quite cut it, do they?

### The Cannibal

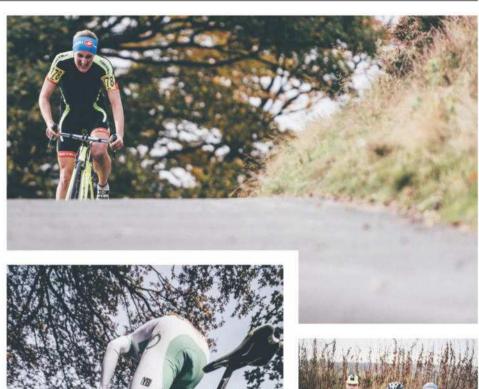
Yet even for the greatest, acquiring a suitable moniker does not necessarily come easily. Nairo Quintana has yet to establish a viable nickname, though the European press have dabbled with that Colombian favourite, 'el Condor', but never embraced 'Naironman', a play on 'Iron Man', which is hugely popular in Bogotá. Robert Millar, very wisely, never cultivated 'the Maggot' tag and Greg LeMond was known as 'the Monster' and Freddy Maertens 'the Ogre', but neither has really stood the test of time.

There is, of course, one predator who inhabits his moniker like no other, but the most famous nickname in cycling was no creation of the cycling press. In 1969, Christian Raymond, a Peugeot teammate of the young Eddy Merckx, invited his wife and daughter to join him for the final day of the Tour de France. Merckx was only 24 years old, but 1969 was the year the young Belgian had dominated the Spring Classics and the following day he would secure the first of his five yellow jerseys in Paris.

Pointing out Merckx to his daughter, Raymond explained that he was by far the best rider in the race and left only crumbs for the others to fight over. "Well then, he's a real cannibal," his daughter replied. Raymond, who knew a great nickname when he heard one, tipped off some journalists about his daughter's comment and the rest is history. 'The Cannibal' continued to feast on his rivals for nearly a decade, yet Merckx himself never embraced the name, but when a nickname is that good, there's little even the greatest can do to change it.







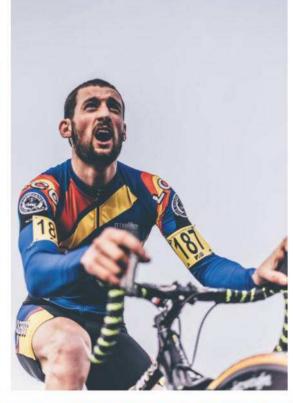








Top left: Pat on the head for bronze medallist Joe Clark (Envelopemaster). Middle left: Suffering like a dog on the climb at Jackson Bridge. Bottom left: Angus Fisk (Oxford University CC) gets some support at the finish. Below: Thomas Brook (Lancaster CC) looks for the top. Bottom: Alan Gibworth (Manchester Wheelers) takes a moment.

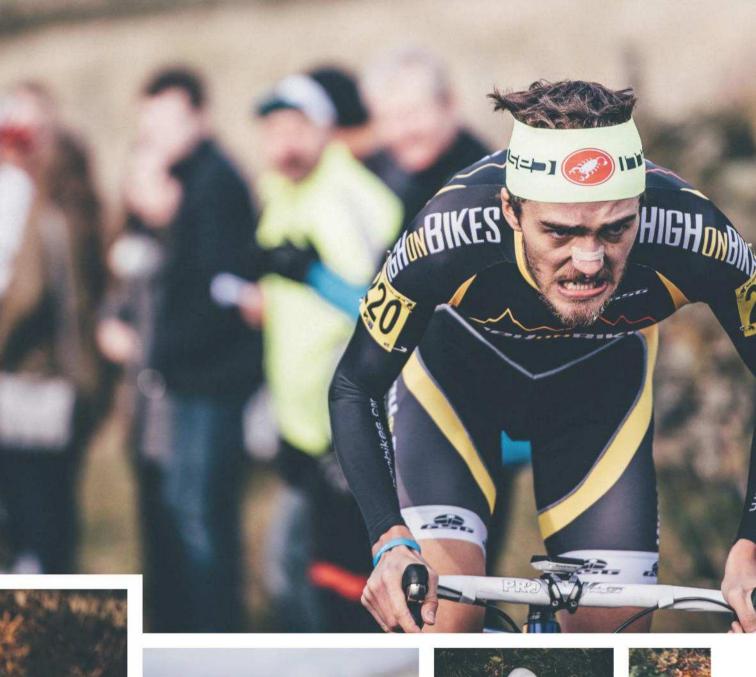
















Top: John Findley (High on Bikes) grits his teeth. Left: Ed Bradbury (NFTO) on the limit. Above: The verge of recovery. Right: Elizabeth Stedman (Fusion RT-Gear Club) digs deep on her way to sixth.



## Nikki Harris: rising stock

Nikki Harris speaks to CW about her passion for the sport, her growing recognition and how to nurture UK cyclo-cross talent

Words: Richard Abraham and Simon Scarsbrook Photo: Balint Hamvas

hink how many British sportsmen and women would get recognised popping down to their local Tesco for a pint of milk. Premier League footballers? Probably. Cricketers? Maybe the England team. Perhaps a handful of stars like Mo Farah or Jessica Ennis-Hill too. But cyclo-cross riders? No way.

But then, living in Aarschot, Belgium, Nikki Harris doesn't shop in Britain most of the time. And she does get recognised. Quite a lot.

"People in Belgium were coming up to me in the street and saying 'well done for Valkenberg after such hard luck," Harris tells *Cycling Weekly*. "It's really cool that you get that support and people know what you do, though it's a bit weird at times."

### **Well-deserved attention**

Harris's surprise is perhaps understandable but the attention is definitely deserved. Her 2015-16 season is yet to include victory in any of the three biggest elite competitions—the World Cup, Bpost Bank Trofee and the Superprestige—but the Telenet-Fidea rider has duelled with the best, which at the moment is usually Belgium's Sanne Cant.

Harris was second to Cant in the sand pits of the Superprestige Zonhoven on October 25, just as she was in the opening round in Gieten on October 4 before coming third in the opening road of the Bpost Bank Trofee in Ronse.

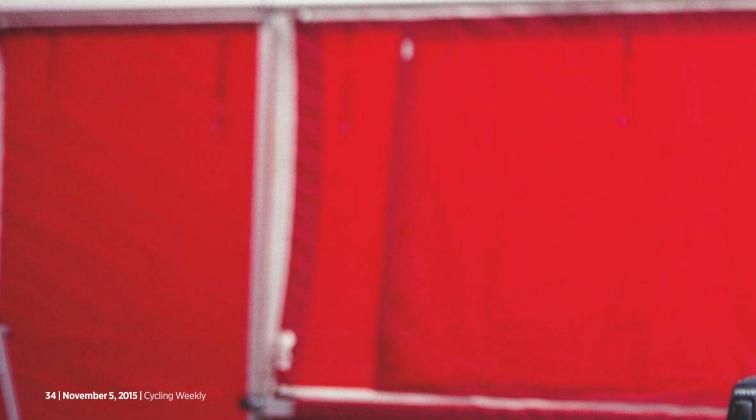
She had looked good for second behind Eva Lechner in round two of the World Cup just over the border in Valkenberg, Netherlands, on October 18 until a crash in the final lap whipped the podium place away from under her wheels. Add all this to fourth in the World Championships last year, and in cycling-mad Belgium her rising stock has not gone unnoticed.

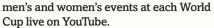
"A few years ago you would have had the odd person knowing who you were, but now it's on the internet and TV, they're starting to get their favourite rider and watch them develop on different courses," she said.

"I got a message last week from one of the male riders' fan clubs asking if they could support me as well! They want to bring a big bus to the race to watch me!"

## On the up and up

Having moved to Belgium full-time in 2009, Harris has progressed alongside her chosen sport. As the 28-yearold enjoys her best year yet, Belgian broadcasters covering this winter's Bpost Bank Trofee and Superprestige rounds have started to show the women's races live. The UCI will continue to stream





It's a sport which is moving in the right direction, even if it at times it has involved tiny steps: moving the elite women's races down the programme from the early morning graveyard slot and allowing the women competitors to park as close to the course as the men.

"We are elite women, we should be treated exactly the same as the guys — we're racing the same course, 10-15 minutes less time but we're still giving it everything we can just as the men do, I can't see that there's any difference whatsoever," Harris adds. "There is still a huge gap in the prize money though, I think they need to either bring the men's down and maybe the women's up. Or just the women's up!"

Despite the inequality, Harris is someone still in love with cyclo-cross. She's had to be. Cross isn't an Olympic discipline and doesn't benefit from the same structure or support from the national federation as track, road or mountain bike — disciplines she has actually dabbled in. Her career has come off the back of her

## "You turn up, get stuck in; it's a relief when it's over but you can't wait for the next one"

own hard work, with support from the Dave Rayner Fund and her fiancé, MTN-Qhubeka rider Matt Brammeier.

"The thing is it's fun...so fun," she says. "You can turn up, get stuck in and then it's over and such a relief but you can't wait for the next one."

## The next step

As Harris continues to search for that elusive World Cup win and a podium at the World Championships in Huesden-Zolder on January 30 next year, her thoughts have also turned to home.

Cyclo-cross has never been more popular in Britain, she says, but if more riders from the domestic amateur scene are to emulate her and make to the jump to the Continent then things need to change.

"I think a great model to work towards would be the current Tour Series in the UK," she says. "Of course, then there would be more incentive for potential sponsors to get

this would filter
down to the teams,
the riders and
the whole sport
would grow."

involved, eventually

## Cycling Books & DVD's

Treat vourself and get the latest DVD's and books from the Cycling Weekly Shop.

### **Coast to Coast Cycle Routes** by Mark Porter £11.99



Coast to Coast Cycle Routes is THE practical guide to crossing Britain. From West to East and East to West three different ways, following Britain's three most popular coast to coasters: the C2C, Hadrian's Cycleway and the Reivers. Paperback

### Le Tour de France 2015 The Official Review £20.00



From the Grand Depart to the cobbles of Nothern France and the majestic Alps and Pyrenees, 2015 provided non-stop excitement and spectacle. This official review captures in detail the gripping battles, and drama, through stunning photography and detailed reports. Hardback

## **Feed Zone Portables**

by Biju Thomas & Allen Lim





A Cookbook of On-The-Go Food for Athletes New cookbook Feed ZonePortables, Chef Biiu and Dr. Lim offer 75 all-new portable food recipes for cyclists, runners,triathletes, mountainbikers, climbers. hikers, and backpackers. Hardback

### **Goggles & Dust The Horton Collection** £11.99



The Horton Collection, Images from Cycling's Glory Days & Dust collects over 100stunning photographs hey day. Spanning the 1920s and '30s, the grit and determination of the bicycle racing pioneers who established the records of Europe's most hallowed races. Hardback

### **This Island Race** by Rouleur £45.00



Rouleur set out to explore - to celebrate cycle racing in this country and to toast the people who make it happen - from the smallest of time trials to the invasion of the Grand Tours. Rouleur have captured a unique picture of a year in bike racing. Hardback

## **Keep Calm and Pedal On**





In the never ending streams of traffic and the choking fumesof pollution this book gives the average cycle enthusiast or indeed novice. a collection of quotes, sayings and proverbs on even more reasons why one should get on their bike. In the format of the bestselling Keep Calm and Carry On, Keep Calm and Pedal On is the perfect gift for keen bikers Hardback

## **Legends of the Tour** Foreword by Phil Ligget £20.00



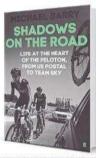
A dynamic and insightful portrait of the world's most famous cycling race, Tour de France. A selection of international cycling writers share their views on the courses, rivalries, its crop of great riders from the young climber to legendary riders. Hardback

## Infographic Guide to Cycling £12.99



A fun illustrated guide to the world of cycling and all things bike-related. This beautifully designed book presents cycling in a way you've never seen before. Mixing cycling facts with expert bike tech advice, this book features a unique and intriguing overview of the realm of the velocipede Hardback

### Shadows on the Road by Michael Barry £17.99



Michael Barry explores what it was like to to ride as a teammate alongside such giants of the sport as Lance Armstrong, Mark Cavendish, Bradley Wiggins and Chris Froome. Hardback

### **The Pain Free Cyclist Foreword by Bradley Wiggins** £16.99



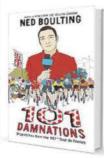
It's not (just) about the bike. Ride your bike long enough and you're likely to get injured! This book takes you through the most common cycling injuries, what they are, why you get them and what you can do to do get rid of them and get you back riding pain free. Paperback

### **Personal Best** by Beryl Burton £19.95



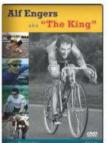
The autobiography of Beryl Burton, Personal Best is a remarkable story of determination in the face of illness, courage in her long but lonely pre-eminence and above all, of never, ever giving less than her best. Hardback

### 101 Damnations by Ned Boulting £14.99



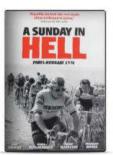
Dispatches from the 101st Tour de France, 101 Damnations is a chance to relive the 2014 race. stage for stage, fall after fall, tantrum by tantrum; just the good bits mind, without all the aerial shots of castles. Or sunflowers. Hardback

#### Alf Engers A.K.A. The King



Packed with rare film footage of the time, extended interviews with Engers today, this film gives us an unforgettable portrait of a great rider, and of a vanished era in the sport of time-trialling. For those with memories of those years, and for all those who care about the history of Cycle Sport, this film is a must.

#### A Sunday In Hell



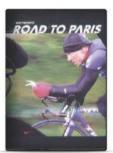
1976 Paris- Roubaix A psychological and dramatic study of the battle between some of the greatest legends of the sport. Eddy Merckx, Roger DeVlaeminick, Freddy Maertens and Francesco Moser all participated in the 1976 Paris-Roubaix, but the star of the film is the race itself.

#### Battle of the Bikes/ On Yer Bike



Battle of the Bikes
examines Graeme Obree,
who built his own bike out
of washing machine parts
and rode it in his own
unique crouched position
to became the World Hour
Record hour. On Yer Bike
is an intimate portrait of
Obree from an amateur
cyclist to World Hour
Record holder.

#### Road To Paris £19.99



Documentary that covers Lance Armstrong and the 2001 US Postal Service Team over the course of 27 days in April as they prepare to win a third consecutive TDF. Neverbeforeseen footage takes you inside team meetings and in the team car during cycling's greatest races, including a down to- the wire Amstel Gold and the hellish Paris-Roubaix.

#### Racing Is My Life



The Beryl Burton storyRacing is Life... anything else before or after is just waiting', Steve McQueen from the film 'te mans'. A quote that sums up Beryl Burton, the Yorkshire housewife, who despite a severe illness in childhood, became a cycling phenomenon, the most successful British female cyclist ever.

#### Stars and Watercarriers/ The Impossible Hour £22.49



Stars & Watercarriers: 1973 Giro d'Italia. Considered one of the best films ever made on professional cycling. The Impossible Hour: Follow Eddy Merckx and Ole Ritter's race for the hour record.

#### Final Hour



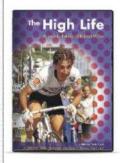
Chris Boardmans Quest for the World Hour Record This moving and intimate film tells the story of Chris Boardman's attempt at a new hour record. The camerasfollow him all the way to the decisive day in October 2000 at Manchester's velodrome.

#### 2 Days 2 Nights



1 day, 21 hours, 3 minutes and 16 seconds... That's how long it took John Woodburn to ride the 848 miles from Lands End to John O'Groats. He broke the record by 96 minutes. This record attempt, filmed in 1982 will long be remembered as a ride which placed John among the greats of long distance time trialling.

#### The High Life



A Year in the Life of Robert Millar. In this unique film made in 1985 with the eyes of the UK on him, the camera records his feelings about the year, his performance and morale within the team.

#### A Ride With George Hincapie



Spanning his early years as a junior to the disappointment of 2009 Roubaix, this unadorned everything-you-everwanted to-know-about-the-guy portrait puts a microscope on the silent man of cycling, George Hincapie.

#### Chasing Legends DVD £19.99 Blu-Ray £24.99



Chasing Legends touches on the rich history, passion and true grit of The Tour as seen through the eyes of Team HTC Columbia along with commentary from some of the sports most prolific heros. With a stunning array of HD cameras, Chasing Legends will take viewers deeper into the propeloton than ever.

#### Maestro: The Reg Harris Story £19.99



The story of Britain's first cycling superstar. Five times World Sprint Champion and the winner of two silver medals in the 1948 Olympics. Enjoy the film of his amazing life, with numerous interviews and previously unreleased archive film, including the BBC film 'Maestro' seen here for the very first time. Includes: 15 minutes of Bonus Features

# TECH

# Would you benefit from narrower bars?

Narrow bars reduce your frontal area and make you more aero, but are they a practical modification for regular road riders?

ook at a sprinter's bike in a track race and you'll notice it has very narrow handlebars. British Cycling and Chris Boardman were among the first to exploit the aerodynamic benefits of narrow bars, and in the run-up to the Beijing Olympics, when the hunt for marginal gains became paramount, standard 42cm bars were swapped for much smaller sub-30cm ones. With narrow bars, the rider's frontal area is more compact, making it possible to push through the air quicker and easier. Does this mean narrow bars are advantageous for all of us?

Chris Hoy raced with bars as slim as 22-26cm, and today still rides with narrow 36 or 38cm bars on his road bike. "The benefits are purely aerodynamics but not necessarily in the way that people think. It's not just about making yourself narrower; it's what happens to the air once it hits your arms. What you are trying to do is get your arms closer to breaking the air over your legs and the rest of your body," he says.

"It feels a little bit odd at first getting used to narrow bars; people think they won't have the same leverage or the same control. [Within a week] you get used to it [and] narrow bars feel better, you feel more efficient."

#### **Ouestion of comfort**

Getting aero is not the only consideration when choosing handlebar width. Ben Hallam, head of bike fitting at Bespoke Cycling, says the choice also depends on what type of rider you are and your riding. While he agrees that for racing, where aerodynamics are top priority and narrower bars therefore worthwhile, he recommends bars matching shoulder width for those who frequently ride long distance, endurance events or sportives — to maximise oxygen intake and comfort. "If they are looking to ride in the mountains, to ride uphill where aerodynamics [barely matter], getting oxygen into your body is the key thing," he explains. "If they are pencilthin and have very narrow shoulders,



necessitating a narrow bar, then great. That keeps the shoulders nice and open but everything running in line with the mechanics of their body."

However, Chris Newton, an Olympic medallist on the track and now coach at British Cycling, believes the aero

#### **Chris Hoy**

Six-time Olympic champion, founder Hoy Bikes

"Bite the bullet and just go for it. I've got

broad shoulders but I ride 38cm bars on my road bike, and I'm not even aware they are narrower than normal. [Whatever your level] who wouldn't wish they could push through the air a little bit easier?"





#### **Ben Hallam**

**Head of bike-fitting at Bespoke Cycling** "It depends on the person and the application. When I'm looking at handlebar

width, I'm definitely looking at the application that the bike is used for. If it's long-distance, endurance riding, sportives, a long time in the saddle. I want the bars to be the same width as the person's shoulders."



advantage of narrow bars "outweigh anything else", i.e. should be a higher priority than oxygen intake.

Newton turns on its head the view that narrow bars are less comfortable. "There's nothing to stop riders now going from 40 to 38, or 42 to 40, just coming in a little," he says. "Going wider feels more uncomfortable; you seem to be falling forwards and splayed out."

Hoy agrees, and points out that a rider may benefit from increasing their resistance to air in training. "When I go back to 40 or 42 or even 44 now, it feels like you're a parachute — you're almost catching the wind like a big basking shark, dragging stuff behind you," he says.

#### **OUR TAKE**

Pro track riders have been using narrow handlebars for years, and some bikes at the Tour de France have been seen fitted with them too. While aerodynamics aren't top priority for everyone, narrow bars do offer potential gains for us all. However, those who mostly ride long distances or specialise in climbing should ensure that whatever bars they choose are first and foremost comfortable, rather than being aero-obsessed.

#### **HOT STUFF**

#### **Edco wheels**

It's that time of year again when budding track riders stay indoors and crack out their best kit. So we've got a set of Edco Fluela Light track wheels to test at our local track league and training sessions.

Price: £1,349.99

www.edco-wheels.co.uk
Test report: January



#### Cadence Conquerer longsleeve jersey

In a world of dull, black cycling kit, a bit of colour is always welcome, and we love the design of this brand new Cadence jersey. With fleecy insulation, it's perfect for chilly mornings and cross race warm-ups, and is also available in a lighter short-sleeve version come next summer.

#### Challenge Limus 33mm tubular cyclo-cross tyre

Price: £125 www.vamperformance.com Test report: December

We're gluing-up our CX tubs in readiness for the imminent mud this winter. The Limus has Challenge's tread pattern for deep mud, with large, well-spaced lugs and a 300tpi casing. It's also available as an open tubular, and for faster rolling there's the Baby Limus, which features smaller central knobs.



www.zyro.co.uk

## Abus Tec-Tical Pro V2 helmet £99.99

With 31 vents you would expect this helmet to be perfect for riding in hot conditions. However, it's no more than OK, possible due to the size of the vents, which I felt were a little on the small side. Perhaps ventilation and weight would have been better if Abus had increased the size of the vents and decreased the amount of material. As you'd expect from a helmet at this price point, adjustability is via a dial at the rear. This should make it easy to fit, although the system did feel a little flimsy. The highlight of this lid is its comfort, with plenty of cushioning on the inside of the shell, and even a little pad on the chin strap to prevent irritation. Henry Robertshaw 265g





#### Biemme B-fluo arm-warmers £36.75

This is another of Biemme's fluoro warmer range, of which we reviewed the leg-warmers a few weeks ago. Like the leg-warmers, they're made of stretchy knitted polyamide with five per cent elastane. This makes them easy to get on and off and helps them stay in place. The knit is structured so that there's a more stretchy curved area over the elbow to prevent rucking. The warmers taper with your arms and there's a single flat-locked seam on the underside. Despite being knitted with quite an open weave, I found the arm-warmers kept me at the right temperature for early starts at around 10°C. Once the weather warmed up, it was easy to pull them down and leave them comfortably around my wrists. *Paul Norman* **102g** 



#### Secret Training STEALTH Protein Gel £35 box of 14

Product of the week

Every now and again, a great idea comes along that makes you wonder why no one thought

of it before. This time it's a 60ml gel with 20g of fast-acting protein to be taken post-ride. It means that cyclists don't have to struggle with a squelchy recovery bar after a ride. Secret Training tells us this product contains collagen, promotes better microcirculation, and builds stronger tendons and bones. It also claims to be great for skin. The gel is currently only available in cherry/berry flavour, but we expect more to be added to the menu in due course. It might not replace a slice of cake at the cafe, but it could become part of the routine from now on. Stuart Clapp 60ml

www.secret-training.cc



#### SAKO7 Bidon New York Hipster Pink £11

Sako7 has a reputation for making flamboyantly coloured cycling socks and cycling apparel. Now you can get equally extravagant bottles. The 500ml bidon beneath Sako7's Hipster Pink stripes is the Tacx Shiva - as used by several WorldTour teams. Leakage was not a problem thanks to the screw top and lockable spout. The mouth of the bottle is fairly wide, but could be wider to make



it easier to shovel in energy powder. The bottle's cut-in neck along with the grooves on the cap make it easy to grasp when riding and, in the event it did slip from your grasp, it is biodegradable. This is a good quality bottle, but you are definitely paying a premium for the Sako7 decals.

Christopher Hovenden 77g

www.sako7.com



#### K-Edge Combo Mount £47.99

While the plastic mount that comes with your Garmin is all well and good, getting an out-front mount such as this one from K-Edge will not only help to clean up your cockpit, but will also make it easier to see the screen while riding. As an added feature, the Combo Mount comes with a mount on the bottom for your GoPro or any other action camera. Like all K-Edge mounts this one is CNC machined, which gives a quality finish and also helps to hold both your Garmin and camera securely, greatly improving video quality, particularly on bumpy roads. The only downside is the price — there are plenty more wallet-friendly products out there.

Henry Robertshaw 51g

www.madison.co.uk

#### LONG TERM TEST

#### Eight months later

#### Bontrager XXX road shoes £259.99

The Bontragers looked fly when we first got them in for test, but after a half-year of abuse, they're looking a bit tatty now. The toes have scuffed a bit from clipping in, the red uppers are stained with chain grease and some of the lining is coming away from the tongue too. They're still intact — just not as pretty. PN

www.bontrager.com



### Muc-Off Amino Ultra Endurance cream £24

Muc-Off might be best known for its extensive and generally excellent range of bike care products, but it has recently been turning its hand to looking after you too. The latest is the Muc-Off Amino Ultra Endurance cream, which claims to use 'Amino Patch technology' to deliver the amino acid taurine directly into the body, therefore apparently delaying the onset of lactic acid. Could I tell the



difference on the road? Well, in a word, no; my legs still got tired at the same point on rides, even when I'd applied the cream to only one leg! At £24 for 150ml it's not cheap either, but if you're paying for it then maybe you're more likely to feel its effects.

Henry Robertshaw 150ml www.muc-off.com



#### Bontrager Pro seat pack £16.99

It's easy to swap the Bontrager Pro seat pack between bikes, using its three Velcro straps. They hold the pack firmly in place too, the diagonal main straps making a robust connection either side of the saddle rails. There are some useful features, such as a rear light loop and a mini-pump-retaining strap on the underside, and there are reflectives at the ends of the straps and on the back. The zipper is waterproof and seems robust and there are gussets on either side so the contents don't fall out as soon as you unzip the pack. Inside, there are mesh pockets and enough room for a small pump, tube, tyre levers and more.

There are three other sizes available

too. Paul Norman 73g
www.bontrager.com

#### Can't live without

#### Cafe Direct Coffee £7.95 a month

Pick your duration, type and format and receive coffee from around the world, monthly. What's not to like? It's been great to have a regular update to keep us going in the office. SL handpicked.cafedirect.co.uk



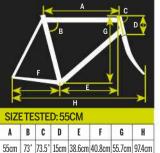
# Raleigh Militis Pro

£1,950

Tested by: Henry Robertshaw | Miles ridden: 226 | Size tested: 55cm | Weight: 8kg/17.6lb

here are plenty of bike brands that wish they had the heritage of Raleigh. The Nottingham-based brand has been making bicycles since 1888, a history that, among the big bike-makers, can only be bettered by Bianchi.

Raleigh £1,950	Militis Pro		
Frame	9/10		
Specification	7/10		
Ride	8/10		
Value	7/10		
Distributor	www.raleigh.co.uk		
Frame	Militis Speed Blend Direct Connect Carbon-Fibre		
Fork	Raleigh C6 Speed Blend all carbon		
Size range	50-59cm		
Weight	8kg/17.6lb		
Groupset	SRAM Rival 22		
Alterations	None		
Gear ratios	52/36t, 11-28		
Wheels	Cole Rollen Lite Wide (tubeless ready)		
Tyres	Schwalbe Durano, 25mm		
Bar	RSP+		
Stem	RSP+		
Seatpost	RSP+ carbon		
Saddle	Selle Royal Seta S1		
- 0	A Jo		



For much of this time, Raleighs were winning bike races, including the 1980 Tour de France with Joop Zoetemelk aboard. However, for most people, the name Raleigh is synonymous with the ubiquitous Chopper — a fact the company is trying to change with its now extensive range of top-end

Frame

race bikes.

Two-down from the top of this range is the Militis Pro. which boasts the same frame used by the British Continental team Raleigh GAC, but with lower-level finishing kit. This means that for 50 quid under £2,000 you get a frame that weighs only 880g: light by anyone's standards and only 100g short of the new Cannondale SuperSix Evo. In theory, this should make it perfectly at home in the hills, and even more so once combined with a lighter pair of wheels.

It is no surprise that Raleigh is also making claims about the Militis's stiffness and compliance: claims that mostly hold true out on the road. Stiffness is good at both the front and back ends, making for a frame that is born to be raced on. When opening up a sprint on the Militis, you really do feel like there's nothing holding you back. Comfort isn't quite on the same exceptional level, and this bike might be a little harsh for smaller, lighter riders.

#### **Specification**

To provide a pro-level frame, Raleigh has made some sacrifices on the components to bring the Militis Pro in below two grand. The biggest sacrifice is with the groupset. This bike comes equipped with SRAM Force shifting and braking, which in theory should stand toe-to-toe with Shimano Ultegra, but in reality falls a little short.

The shifting is reliable but feels a little spongy, lacking the sharpness that you'd want from a race bike. Braking, however, is better, and is hard to fault in wet or dry The pro-level frame won't hold you back



conditions. The wheels don't quite manage to match the frame either. The advantages of the Cole Rollen Lite wheels are that they are tubeless-ready and hold up well to the battering of British roads. However, at nearly 2kg for the pair, the Lite name is a bit of a misnomer — they're certainly more at home on the flat than on uphill gradients.

#### Ride

For powerful riders who like nothing more than charging along at full lick on flat terrain, the Raleigh Militis Pro is a very good bike. The bottom bracket is seriously stiff, really helping with power transfer when you stamp on the pedals — the bike surging forward in response.

Handling is also impressive,



the relatively short wheelbase helping to make this bike super-agile, whipping through tight, fast corners with ease. In short, this is a great option for the cut-and-thrust crits that make up so much of the diet of the British road racer.

The sticking point comes when you point the Militis uphill, when the heavy Cole wheels really begin to hold you and the lightweight



frame back — forget about accelerations on the steeper gradients.

#### Value

Raleigh has managed to produce a great frame that's hard to fault at this price. However, the choice of wheels and groupset don't quite manage to do the frame justice, so are worthy of an upgrade if you can afford it.

#### **Verdict**

The frame is undoubtedly the star of the show with the Militis. Power transfer is excellent and the handling just as good, so this is the perfect bike if you're looking to buy a mid-level machine to take you from mid-bunch to the front of the race next summer, particularly if midweek criteriums are your favourite stomping ground.

The bad news is that, at the third rung of the Militis ladder, you're going to struggle to get the best out of this frame. Although the frame is very lightweight, at just 880g, the finishing kit means that the total bike

hits the scales at 8kg — heavier than you'd expect from a two grand bike nowadays.

However, if you're after a mid-level bike with a great frame that you can upgrade with bits and bobs down the line, then the Militis

Pro is worthy of serious consideration.

#### For

- Great power transfer
- Agile handling
- **■** Lightweight frame

#### Against

- Heavy wheels hinder climbing
- Shifting could be sharper

# Thermal gilets

#### As autumn takes hold and winter beckons, Oliver Bridgewood tests five different thermal gilets

#### What?

Designed to provide extra insulation during cold winter rides, thermal gilets offer substantially more insulation and windproofing than a lightweight, packable emergency gilet. Consequently, some are rather too bulky to stash in a jersey pocket. Expect windproofing yet decent breathability with some of the more expensive garments also offering waterproofing. A good fit is crucial to stop cold air entering and to reduce drag.

#### Why?

A thermal gilet will add a decent amount of warmth without restricting movement around the arms and shoulders. Combining a gilet with arm-warmers is more aerodynamic than a loose jacket with flapping sleeves. Thermal gilets feature windproof panels on the front, with lighter panels on the back for breathability.

#### How?

I have tested these gilets on a variety of rides and have judged them on fit, breathability, quality, versatility, water resistance, packability, styling and any bonus features. As a point of reference, I am 6ft 1in, 69kg and I usually wear a size medium.

#### **HOW WE SCORE**

- 10 Superb, best in its class and we couldn't fault it.
- 9 Excellent, a slight change and it would be perfect
- 8 Brilliant, we'd happily buy it
- 7 Solid, but there's better out there
- **6** Pretty good, but not quite hitting the mark
- 5 OK, nothing wrong with it, but nothing special
- 4 A few niggles let this down
- 3 Disappointing
- 2 Poor, approach with caution
- 1 Terrible, do not buy this product

#### Endura Windchill II £49.99

The Windchill II exhibits the excellent quality we have come to expect from Endura, and is packed full of features. On the rear, there are three deep open pockets and a fourth smaller zipped pocket, with a fifth zipped pocket on the front with a headphone port and a little cloth for wiping sunglasses.

The front and shoulders have good levels of water-proofing but the sides and rear immediately let water in — the flipside is these panels

Weight 296 grams

offer excellent ventilation on hard rides.
Of all the gilets on test, the Endura offered the greatest levels of insulation with its ample use of Thermo Roubaix fabric and this is reflected in the weight. The Windchill II is designed to be worn throughout a ride, as it does not pack down small enough for a jersey pocket.

The sizing comes up fairly large and the fit is fairly relaxed, making it ideal for those of a heavier build.

Colours: black or red Sizes: S, M, L, XL, XXL www.endurasport.com



#### Madison Road Race £59.99

Developed in conjunction with Madison-Genesis professional riders, this gilet punches well above its price. On the rear, it features three well sized and positioned pockets with a fourth, smaller zip pocket for valuables.

The fabric on the front and sides is thicker, offering better levels of insulation, while the

rear panel is thinner to allow greater breathability. It offers good insulation, and will just about fit in a jersey pocket.

Weight 230 grams

This gilet has a waterresistant fabric treatment, which works really well on the front and shoulders although, just like the Endura Windchill, the mesh rear did

The size medium fitted me well across the chest and the length was spot-on but the fit around the back of the arms/shoulders left gaping holes, suggesting that the fabric didn't have sufficient stretch in this area. Overall, this is a great gilet only slightly let down by the fit.

Colour: black Sizes: S-XXL www.madison.co.uk



#### **DHB** Professional ASV Thermal *£*54.99 *£*175

The DHB Thermal is really comfortable: the collar is snug and cosy thanks to a soft fleece lining, while the arm holes are elasticated. meaning they should fit well over whatever piece of clothing you wear underneath. without gaps.

Three rear pockets provide a good amount

of storage space for phones, energy bars etc, and have big enough openings to allow access even in bulky winter gloves. The main

Weight 257

zipper is also easy enough to open and close thanks to the reasonably large toggle handy on a climb.

The only possible issue with the DHB Thermal is the colour-scheme, which is a little 'Marmite'. You can choose from red, yellow, or blue for the side panels and accents, a look which will go well with other pieces in the DHB Professional range, but perhaps not with the rest of your existing cycling wardrobe.

Colours: red, blue, yellow Sizes: XS-2XL www.wiggle.co.uk



### Assos iG.falkenZahn Castelli Fawesome 2

OK, this is by far the most expensive gilet on test, but the quality of the design is immediately obvious.

As is the norm with Assos, this gilet uses a whole host of fabrics, and stitches them together in a variety of patterns to ensure each section does its job properly — six

textiles, 17 patterns and 13 components to be precise. This means the fit is excellent, even with fully loaded pockets, partly

Weight 187 grams

thanks to the 'rear stabilizer panel'. The rest of the gilet's fabric is soft next to the skin and stretchy to hug the contours of the abdomen and torso.

Shielding from the weather is good too, with a double-layered front giving good windchill protection, while a high collar helps eliminate drafts. With subtle branding and good reflective panelling on the back, this gilet ticks every conceivable box.

Colours: white, black, red Sizes: S. M. L. XL. XLG. TIR www.assos.com



### £100

At £100, the Castelli Fawesome 2 has a lot of work to do to justify its price. It is, however, derived from the much-lauded Gabba jacket, so its weatherproofing is among the best on test, thanks to the Nanoflex water-repellency in the front panel. The fluoro vellow colour also makes it the best here for those dark winter training rides.

Packability is acceptable: it just about fits into a pocket, which is a good thing, since it is quite warm

grams

Weight

- an asset when layering up on those misty, deep winter rides.

The main downside, however, is the fit. It's not as form-fitting as I'd have liked and is nowhere near as good as the Assos gilet. It certainly isn't cut for a race fit.

The lack of pockets is also a little annoying, though because it has a generous fit, it could be worn over the top of a jacket during the deepest depths of winter.

Colours: blue, yellow, green, black, red Sizes: S. M. L. XL. XXL. XXXL www.saddleback.co.uk



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# FITNESS

# How do I... dress to ride in the rain?

Keeping extremities cosy is the key to comfortable winter miles

Paul Knott

t is no excuse not to head out on your bike when the heavens have opened outside. However, neither is it the time to leave the house dressed in your standard cycling kit. You may think that dressing to ride in the rain is purely for comfort, but it can also have a large effect on your performance.

Former pro rider and now cycling coach Dave Lloyd gave us his take on riding in inclement weather: "When I first started riding a bike, rain was a psychological thing. But I had some very good advice the first time I ever complained — 'You don't leak do you? Get out there and get it done!"

The type of layering you decide to put on can be dictated by what season it is when you are riding in the rain, with the rain potentially playing havoc with your core temperature.

"In the winter, [rain] is made worse by the cold and even more by wind chill," says Lloyd. "The most

**Essential points** 

■ Mudguards are a must

■ Head, chest, knees, feet

and hands are vulnerable

can be just as effective as

■ Disposable clothing

expensive garments

important parts to keep warm are your head, hands, feet, knees and chest."

The significance of keeping your body temperature at an optimal level can have a direct effect on your

bike-handling skills; past research has found that the influence of cold air and water on the body can cause shivering. This leads to muscle tension and a loss of performance in the upper extremities when compared to a 'thermoneutral' temperature of 27°C.

Lloyd has a set clothing protocol he follows, with some methods suggesting that you don't need the latest gear where alternatives can already be found in your home,

"If it's very cold I wear a beanie to cover my ears - and cut up a plastic bag to put inside my helmet to stop the wind getting to my head — as well as a snood to keep my neck warm.

"In very wet weather I would use a rain jacket, or just a gilet if the rain is showery, but I would never wear woollen gloves because if they get wet, the wind chill will freeze your hands. I personally use ski gloves, which are waterproof and can be used to rub your front and rear tyres free from rubbish washed onto the road.

"Your feet are going to get cold if it's raining in the winter so I would use thermal socks and then a plastic

> waterproof overshoes on top of the lot. I do my long Sunday 100mile rides in the winter rain dressed exactly like this and never get cold."

bag over my shoes and neoprene overshoes, or





Wear waterproof kit and enjoy it! Sian McGuigan

Dress for temperature management. Skin is waterproof.

James Baggott



A pair of glasses with clear lenses and it's like you're seeing the weather but not feeling it.

Greg Mitchell

Keep your feet dry at all costs. **Robin Rance**  Overshoes, waterproof gloves and mudguards! Why people insist on riding without I have no idea.

Iain Nussey

If it's raining, it's raining. **Bitty Mclean** 

# Things to do this week

#### Purple Harry's Muscle Warming Cream

As the temperatures drop, adapting to the changing weather conditions is crucial. Purple Harry's Muscle Warming Cream helps prepare the muscles when warm-up time may be restricted. This reduces the chance of muscle fatigue and injuries that come from riding when muscles aren't at their optimal temperature. Packaged in a 100ml pump dispenser, Purple Harry has created a product that is ideal to use before sportives or races. £9.99 www.purpleharry.co.uk



#### Plank with leg raise

The importance of a strong core is crucial to any cyclist. This exercise is an adaptation of one of the most well-known core exercises that helps improve your stability and power transfer on the bike.

- Begin in the standard plank position, maintaining a straight posture from your ankles up to your head.
- Once steady, raise one leg up while maintaining a steady posture and keeping your other leg straight.
- Hold the leg up at the top of the raise for a second before steadily lowering it down to its starting position.
- Complete three sets of six repetitions on each leg, with a minute's rest in between each set.



#### Walnuts

You may think their high fat content may mean that this is a food that could be off limits. However, walnuts do have a number of healthy properties, including omega-3 fatty acids that promote healthy brain function and reduce the risks of heart disease. Walnuts also have a

high-fibre content that can help with digestion and are an excellent source of vitamin E, which can help maintain a healthy immune system.



# The art and science of perfect pedalling

What is the optimum pedalling cadence for maximum efficiency? Will you go faster with an oval chainring? Should we emulate the pros? *Vicky Ware* unpicks the particulars of pedalling

**Photos: Chris Catchpole** 



adence and the way you turn the pedals on a bike are, at first glance, a relatively straightforward part of cycling. Fundamental, yes, but the difficult part seems to be developing the fitness to allow you to push the pedals harder for longer. But pedalling itself deserves specific attention.

Pedalling technique has been subject to a relatively large amount of research, and it may, it turns out, have a significant impact on your performance. There are numerous factors to take into consideration — from how many revolutions of the pedals you generate per minute (that is, your cadence) to whether you only push down on the pedals or pull up too — as well as the potential benefits of an asymmetrical chainring.

One reason why ex-elite cyclists who haven't cycled for years get back to peak performance so quickly is because they retain neuromuscular efficiency developed over many years. They have turned the pedals over many thousands of times, and during this practice have become very efficient at doing so. This is one reason for doing lots of base miles at certain times of year. While there are other physiological advantages, it also gives you a chance to clock up pedalling practice, meaning it takes less energy to pedal in future. Pedalling efficiency seems to be hardwired in a way that aerobic fitness isn't. The patterns of movement, ingrained in the nervous system, are not easily lost much like riding a bike.

Because you make so many pedal revolutions when riding a bike, even small inefficiencies in technique can add up to a significant difference in performance. You may recruit fewer efficient muscles to do the work that larger muscle groups are more capable of, or make movements in other parts of your body that aren't necessary to propel you forwards, wasting energy that could be spent on gaining speed. A slightly inefficient pedal stroke, worth only a fraction of a watt, soon adds up to minutes of time lost over a long ride - that fraction of a watt having been multiplied thousands of times.

#### **Cadence**

The concept of increasing cadence to increase efficiency rose to prominence when Lance Armstrong and his coach Chris Carmichael spoke out about using cadence to go faster. Armstrong trained at a high cadence to overload his aerobic system; simply, pedalling faster is aerobically harder. This had a two-fold benefit. Firstly, it gave Armstrong a way to train aerobic fitness with relatively low muscular fatigue, as high cadence means low torque and therefore less muscle damage. In this way, he was able overload the aerobic system without overloading muscle structure, meaning he could train more on subsequent days. Secondly, regular training at an artificially high cadence leads to faster development of good pedalling efficiency.

Importantly, Armstrong was using the inefficiency of a high cadence (as well as other 'creative' methods!) as a tool for adaptation and to become efficient at normal cadence; it is a misconception that high cadence itself is more efficient.

#### **Current methods**

Train Sharp Cycle Coaching prescribes cadence drills to its athletes. Its resident sports scientist Elliot Lipski explains: "Our training sessions are often set to very specific cadence ranges. This is to target different muscle groups and to work on different aspects of the cyclist's physiology and biomechanical efficiency."

Riding at different cadences can work different aspects of fitness: "Lower cadence [high torque] efforts will target leg strength and neuromuscular firing throughout the full range of motion. Higher cadence [lower torque] efforts will work the cardiopulmonary system and improve efficiency. By training at the polar scales of the cadence range, you will improve your ability at your chosen cadence," says Lipski.

Recent research carried out by Federico Formenti and colleagues at the University of Oxford has raised the question of why elite cyclists use such high cadences. The team of scientists looked at the efficiency, measured by oxygen consumption, of pedalling at a certain power output with different cadences. They also looked at how much 'internal work' the cyclists were doing, i.e. how much they were moving their body compared to how much power they were producing.

Formenti explains: "Our study shows that, at low exercise intensity, increasing cadence increases the energy cost of spinning the legs." A higher cadence requires more oxygen than a lower cadence at the same power output, because of increased internal work. If you sat on a bike with no pedal resistance and spun your legs at 130rpm, you'd raise your heart rate just because of the work required to move your legs. If you pedal at 120rpm rather than 90rpm, you are moving your legs up and down 30 more times a minute, using oxygen and energy that could be more efficiently used.

The research methods had some shortfalls, Lipski admits: "They used a small population of only 10, untrained male participants and only measured four different cadences [50, 70, 90 and 110rpm]. However, similar studies have previously agreed that internal mechanical efficiency is lower at high cadences."

Formenti points out that the optimum cadence depends on individual differences: "It depends on an individual's status, for example, age or training condition. For a non-elite, trained cyclist the literature would suggest a cadence between 60 and 90rpm."

If you measure cadence while riding and are relatively fit, you'll probably find you already spin somewhere within this range. A cadence above 90rpm is really very high. Chris Froome averaged 97rpm during the climb of La Pierre Saint Martin in this year's Tour de France—the stage on which, arguably, he cemented the yellow jersey.

#### Muscle versus heart and lungs

Another issue with the study that may explain the discrepancy between the cadence range it recommends and that used by elite riders is the power ranges explored. "The research looked at a power range varying from zero and 150 watts. At higher power [>200W], the tradeoff [in favour of] cadence [over] torque becomes greater. As such, it is more economical to 'save' the legs a little when producing higher power," says Lipski.



# "At low exercise intensity, increasing cadence increases the energy cost of the spinning the legs"

This might explain why people new to cycling tend to use a lower cadence than more experienced cyclists. "Often, riders new to cycling will select a lower cadence than the pros. This is in part down to their relatively untrained state and a decreased efficiency when employing greater leg speed," Lipski explains.

Formenti thinks that other factors come into play in the difference between amateur cyclists' cadence and that of elite riders: "The cadence you choose [is determined by] factors other than purely mechanical ones, for example, metabolism and oxygen delivery to tissues, which may be more important for elite cyclists."

This touches on the idea that, at a higher torque or lower cadence, the muscle is under tension for longer during each pedal stroke. This might reduce the amount of blood that can be delivered to the tissue, as blood is more easily

delivered when the muscle is relaxed. This shouldn't be too much of a limiting factor though, as lower cadence also increases the time per pedal stroke during which the leg is relaxed.

Here, another limitation in this research must be noted. Participants pedalled at each cadence/power output for only five minutes - not long enough for muscle fatigue to accrue. What's more, the relatively low power used in the test — 150W for five minutes — is not high enough to cause stress, aerobically or muscularly. Lipski explains why the research may have found a difference in cadence choice for pros versus those in the study: "At higher cadences, you stress your cardiopulmonary system, and at lower cadences you stress the working muscles. People new to the sport with a lower level of cardiopulmonary fitness would be better suited to lower cadences and increasing their cadence as they improve in fitness."

#### Using cadence to go faster

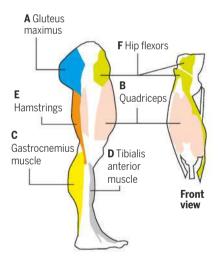
If you're a relatively fit cyclist, it may be worth modifying your cadence depending on the length of event you're riding. "Over longer periods of time and at higher power, we always say to our riders that their legs will always give out before their heart does," says Lipski. "As such, we recommend that when riding shorter events, for example a 10-mile time trial, you can get away with selecting a lower cadence [75-85rpm], as the duration of the event will hopefully be short enough that your legs can hold out and you will benefit from applying greater torque and have an aerodynamic advantage, as the [slower-turning] legs disturb less air. Over longer distances, employing a higher cadence will effectively save your legs."

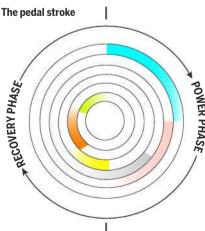
#### Push and pull?

Another factor in pedalling efficiency is whether to push and pull on the pedals, or just push. In practice, the vast majority of people just push on the pedals, but is this faster? A study by Theurel and colleagues at the Institute of Movement

#### **Pedalling and muscle use**

This diagram shows the muscles used during each phase of the pedal stroke





Sciences in France found that making participants push and pull on the pedals, which is technically more efficient, didn't actually improve their efficiency in terms of oxygen used but did increase the maximum power they could produce after riding for 45 minutes at 75 per cent of aerobic capacity, suggesting they had become less fatigued.

The diagram below shows which muscle groups are activated during a typical 'push only' style pedal revolution. Pulling on the pedals should mean the hamstrings take on some of the load from the quads, in theory leading to greater efficiency, as the two muscle groups share the fatigue. Interestingly, participants showed increased efficiency during the first 15 minutes of pushing and pulling but the gain diminished later in the 45-minute test, and overall the difference was not significant.

There are a number of possible explanations. It seems likely that as the test went on, the participants, who usually chose to only push on the pedals, became fatigued when pushing and pulling because their hamstrings were not as well trained as their quadriceps. Notably, evidence shows that elite cyclists favour pushing only too. More research is needed to establish whether this is the best possible technique.

#### **Non-round rings**

The pursuit of greater efficiency led to the development of asymmetric-shaped chainrings. The theory is that a nonround shape is more efficient because biomechanics dictate that you naturally push harder at certain points in the pedal rotation — shown in the diagram as the 'Power Phase'. These chainrings effectively lengthen the duration of greatest efficiency pushing, while shortening the less efficient 'Recovery Phase'. It's almost like changing gear, and cadence, during each pedal rotation.

It is difficult to ascertain whether asymmetric chainrings actually work, partly because their shape reduces the accuracy of power meters. Given that Bradley Wiggins and Chris Froome have both won the Tour de France using these chainrings, it seems fair to assume they do not hamper performance.

In summary: cadence is important, that much is clear, but establishing exactly how important requires further research.

#### Training plans to increase your cadence

#### Spin-ups

These are designed to improve your pedalling efficiency by riding at a high cadence. You can do this session on the turbo or out on the road, where it can be adapted to suit the terrain, e.g. spinning on descents. It's even possible to incorporate these drills into a group ride, for example, spinning at the back of the group. Make sure you only increase your cadence to a speed you can maintain without bouncing or losing form.

- Warm up for 10-20min, building up to an endurance pace.
- Over 30 sec, increase cadence to the maximum cadence you can manage without bouncing on the saddle or losing form. Use a low gear to keep torque low.
- Stay at the maximum cadence for 10sec.
- Repeat every 5min for up to an hour.

#### Change it up

This session is designed to get you working at a different cadence for the same power output or heart rate. If you don't have a power meter or heart-rate monitor, judge according to perceived effort. The 10-minute interval should be conducted at threshold-level effort. The high cadence will work on any inefficiency in your pedal stroke, while the low cadence will feel slightly easier on the aerobic system but will improve leg strength.

- Warm up for around 20min.
- Do a 10min-long threshold effort. For the first 5min, ride at a cadence slightly higher than your time trial average, probably 95-100rpm. For the last 5min, reduce your cadence to 55-65rpm, maintaining the same effort.
- 5min recovery.
- Repeat 10min interval.
- Cool down.
- Increase the number of intervals as your fitness improves.

# Joe Clark's Diet in a day



#### Team Envelopemaster | Age 23 | From Belper, Peak District

oe Clark spends much of his season on the road racing circuit, frequently finishing in the top 10. This year, he won three races in the spring, including the hotly-contested Coalville Wheelers' road race. Come autumn, the first-cat rider turns his attention to hill-climbing. He has won five open hill-climbs this year, including the famous Monsal Hill-Climb, ahead of established names including Adam Kenway, Jack Pullar and Russell Downing. At this year's RTTC National Hill-Climb Championships, which took place last Sunday, he finished third. Here, Clark speaks to *Cycling Weekly* about his diet on a typical hill-climb day.

#### Breakfast

I have a regular-sized bowl of porridge in the morning with some honey drizzled on it. I try to have breakfast two-and-a-half to three hours before the hill-climb. I'll have a small black coffee to go with it.

#### CW savs:

The porridge industry probably wouldn't survive if it weren't for cyclists. It's as much the must-have breakfast for Clark as is it for us all — despite his being a hill-climbing specialist. Low glycaemic index (GI) foods such as porridge take longer to digest and slowly drip-feed energy into the body, meaning you feel fuller for longer; they should be consumed two to four hours before heading out for a ride. Previous scientific studies have shown that eating honey before cycling produced faster time trials and helped generate more power, both crucial aspects of hill-climbing.



27g carbohydrates

12g

4g







#### Before/after the ride

I have a banana about an hour before I ride to top up my energy stores but don't eat anything else before the start. Afterwards I have a whey protein drink to start my recovery. About 45 minutes after the ride

> I eat something quick-todigest — usually some fruit loaf or a jam sandwich with brown bread.

kcalories **102.8g** 

**794** 

56.9g

11.2g

#### CW says:

A banana is an excellent source of carbohydrate before a ride; it is easier to digest compared to some energy gels. With hill-climbs being short, high-intensity events, there is no need for processed energy products.

#### Snacks

I try to steer away from having too many snacks but I will have some fruit, usually an apple. Occasionally I might have a small chocolate bar, too.

#### CW says:

Snacking on fruit not only gives you a carbohydrate top-up, but its nutrition content is known to provide vital anti-oxidants which help fight off illnesses — crucial for the winter months. The occasional chocolate bar may be too tough to resist. As a treat, chocolate is fine, but due to its high sugar content, it should be eaten in moderation.



276 kcalories
35g carbofiydrates

13g

#### **Drinks**

I carry a bottle of mineral water around with me all the time so I'm always sipping on that. I might have a decaf tea a few times a day. I also like a fruit juice, in particular a multi-fruit juice.

#### CW says:

Carrying a bottle of water around with you is a useful way to make sure you drink enough throughout the day, as it reminds you to stay hydrated. Fruit juices are not only refreshing but are also packed full of vitamins. Make sure you check the label, though, as the sugar content in some fruit juices is very high.

260 kcalories

61g carbohydrates

4g

**Og** 



DAILY INTAKE

1,849 kcalories

307.1g carbohydrates

104.2g

31.3g

#### Dinner

I'm used to going for long rides in the road season and then having dinner quite early, so in the hill-climb season I still have dinner at 5pm. This usually consists of a pasta or stir-fry. If it's pasta, it'll be tuna pasta with some peppers, onions and fresh chilli.

#### CW says:

Having an evening meal this early is fine as long as you don't feel the need to snack later on — especially important for hill-climbers, who need to avoid weight gain. Clark doesn't snack, and eats sensible meals conducive to recovery. Pasta is known for its carbohydrate content, and using tuna as the main accompaniment is a great choice for weight control. Tuna's low-calorie and high-protein make-up is perfect for cyclists. However, it is important to prepare it in the right way. Adding peppers helps boost vitamin-C intake to fight off illnesses. The hot spice in chilli peppers is capsaicin, which is known to boost metabolism and in turn aids weight loss.



**277** kcalories

**61g** carbohydrates

4g

0g

# Meat and cancer: what's the risk?

### Looking at the facts behind the scare-story headlines

**Paul Knott** 

As the winter months set in, you may start to focus more on what you are putting into your body rather than what you are getting out of it on the bike. This may be for a good reason, such as keeping in reasonable shape, or perhaps you realised you'd put on a few extra pounds — to keep you warm, or at least that was the excuse.

Despite nutrition being constantly in the news all year round, the past few weeks has seen an explosion of debate about red and processed meats. Headlines proclaiming 'Red Meat Causes Cancer' and 'Bacon Ranked As Toxic As Tobacco' might have worried you and made you question whether you should continue tucking into your bacon butty. It's a confusing situation, not least because we know red meat is rich in protein and plays a crucial role in muscle growth and repair. However, not all meats offer the same nutritional benefits - it's

processed meats such as bacon that are in the firing line of these headlines.

The World Health Organisation (WHO) has clarified the findings of the International Agency for Research on Cancer (IARC). These classifications are based on the strength of scientific evidence about an item's chance of causing cancer. Processed meats were classified in the group-one risk category which denotes the greatest evidence of carcinogenicity (cancercausing potential). However this doesn't mean red meats are equally risky as group-one offenders such as smoking and asbestos.

Cancer Research UK quantified the difference: if we all stopped eating processed meat, 8,800 cases of cancer would be prevented, compared to 64,500 prevented cases if everyone quit smoking.

So, no need to abandon your weekend fry-up just yet, just keep processed meats to a minimum the rest of the time.







#### TAKE HOME TRAINING SESSION

#### Winter training

This week JLT-Condor coach Tim Kennaugh of timkennaughcoaching.co.uk explains how and why you should inject variety into your winter training rides

Traditionally cyclists spend this time of year riding at low intensity for long durations, building their endurance. This works fine if you are able to train for 20 hours a week but for most

week but for mos
this is not
possible. For
a more timeefficient plan
I recommend
sessions that
are ridden at
tempo or at
76-90 per cent of

your functional threshold power. This session not only has you working in

This session not only has you working in the tempo zone, which increases muscle glycogen storage, but also improves lactate tolerance.

Start each session with a 15-minute warm-up before starting each 15-minute effort. The first minute of the effort should simulate an attack in a race at a Zone 4 to 5 effort, followed by riding the remainder of the effort in Zone 2. As the season draws nearer, you can increase the intensity of the 14-minute block, or increase the oneminute effort to two

Time
taken:
85min
minutes. Repeat the
15-minute effort
three times, with
five minutes of
gentle rolling
between efforts.
Conclude with a
15-minute cool-down

Effort	You can	It feels like you're	Use it for	% Max heart rate	∣ % FT power
Easy Zone 1	Chat freely	Warming up	Warm-ups, cool-downs and recovery	60-65%	56-75%
Steady Zone 2	Speak one sentence at a time	Riding along in the bunch on the flat	Longrides	ong rides 65-75%	
Brisk Zone 3	Speak a few words at a time	Breathing deeply and working hard	Long efforts of 10 to 20min	75-82%	91-105%
Hard Zone 4	Say only one word at a time	Really attacking (perhaps on a climb)	Efforts lasting 2-8min	82-89%	106-120%
Very hard Zone 5	Grunt and gasp	Sprinting	Efforts lasting less than 2min	89%-MHR	121%+

Time (minutes)	RPM	Zone
0-15	90	1-2
15-16	100	4-5
16-30	95	2
30-35	85	1
35-36	100	4-5
36-50	55	2
50-55	85	1
55-56	100	4-5
56-70	95	2
70-85	85	1







# Cheshire Cat

CW **Difficulty** rating: 6/10

Next year's event: June 19

Testing gradients and traffic-free roads charm Stephen Shrubsall

ne Cheshire Cat — there's troublesome undertones in that grin. But surely the Cheshire Plains shouldn't present any significant unpleasantness. Plains — that's synonymous with flatness, isn't it? Turns out the Cat has lured you into a false sense of security. That omnipresent smile hides a menacing set of gnashers. After an initial amble through pleasant lanes, for an hour or so, you are confronted by a veritable wall: Mow Cop.

1,628 106 metres ascent

#### Where is it?

Starting in Crewe, the route heads east, affording riders views over the Peak District. The road then loops back west along the Cheshire Plains, where terrain may be flat but winds can blow hard. Despite largely taking place on the flatlands of Chester. the Cat hosts its fair share of climbing.

#### Why ride it?

To tick off a century ride in style. You'll battle up 25 per cent climbs, including the infamous Mow Cop that comes early in the ride, hunker down on windwhipped flatlands and soak up the spectacular scenery. It's the kind of pain-laced pleasure you'll remember with a sense of foreboding, until you do it again next year.

#### History

The Cheshire Cat has been eliciting grins (and grimaces) on the sportive circuit since 2007. Before this year's ride, it had been considered a tough season opener. For this year's 10th edition the organisers have moved the event from March to June, so you'll have a few sportives in your legs in preparation.

#### **HQ** details

visitcheshire.com

This year's Cat has a new HQ, leaving from Queens Park in Crewe. Use the M6, Junction 17 to access the town and follow the A534.

#### Where to stay

There is a Best
Western, Holiday
Inn and Premier Inn
opposite Crewe train
station (two miles
from the start) or treat
yourself to a night
at Crewe Hall. If you
don't want to stay in
town check out Mile
House Barn Bed and
Breakfast, just under
four miles away, or
Lea Farm.

#### Where to eat

The Duke of Bridgewater in Crewe does some good pub grub or to stick with the theme head over to Nantwich and visit the Cheshire Cat (also has rooms). Ye Olde Manor does a hearty Sunday carvery.

#### Local bike shop

The event includes mechnical support throughout, but for spares and odds and sods, Supreme Cycles is the place to go.



The Mow Cop Killer Challenge bears down on you like a hungry lion, and as toiling begins in earnest and the gradient increases, culminating in 100 metres of 25 per cent, it suddenly becomes clear that this ride will be anything but plain. Mow Cop is the Cheshire Cat's signature climb, and to highlight this, medals are distributed to riders who are able to conquer it without walking.

#### **Terrible trio**

The following 20 miles offer little respite, but the twisty, silky smooth roads are delightfully free of traffic, and views of the Peak District open out to remind you why you love cycling. The first feed stop in Rudyard offers a wide range of energy products, and for those with rumbling stomachs and a penchant for pastry, pork pies are among the savoury items of sustenance on offer, alongside cakes from Chatwins, a local bakery.

With carbohydrate now coursing through your veins you should be in fine fettle to tackle a further trio of noteworthy climbs. Gunn Hill, Barlow

ORGANISER'S TARGET TIMES						
Route	Award	Distance	Ave Speed (Mens)	Time (Men)	Ave Speed (Women)	Time (Women)
Espresso	Gold	51 miles	>15mph	3hr 24min	>13mph	3hr 55min
Espresso	Silver	51 miles	>13.5mph	3hr 46min	>11mph	4hr 38min
Espresso	Bronze	51 miles	>12mph	4hr 15min	>10mph	5hr 6min
Chapeau	Gold	79 miles	>17mph	4hr 38min	>14mph	5hr 38min
Chapeau	Silver	79 miles	>15mph	5hr 16min	>14mph	6hr 35min
Chapeau	Bronze	79 miles	>13mph	6hr 04min	>11mph	7hr 10min
Century	Gold	106 miles	>17mph	6hr 14min	>15mph	7hr O4min
Century	Silver	106 miles	>15mph	7hr O4min	>14mph	7hr 34min
Century	Bronze	106 miles	>13.5mph	7hr 51sec	>13.5mph	7hr 51min

and Wincle are within five miles of one another. The former features in the Tour of Britain stages when it goes through Stoke, but against Mow Cop it can be considered comparatively tame and participants are rewarded with a scenic descent for their efforts, peering over the proverbial garden fence into the neighbouring Peak District. The final two ascents before plummeting down from the Peaks and on to the Plains both demand a fairly significant effort, and with Wincle coming directly after Barlow, they combine to create a formidable climax to the first half of the Cat.

Onto the Cheshire Plains now and scanning the horizon you will note the decided lack of anything resembling a hill. This, however, does not detract from the fantastic panoramas; despite its civilised, rolling roads, the Plains offer up stunning 360 degree vistas which elicit a sensation of freedom, and as your cadence increases along with your speed, passing such landmarks as the observatory at Jodrell Bank and Beeston Castle, you can't help but return the Cat's ear-to-ear grin. However, this stretch, which faces the south-west, has been known to hinder riders over previous years thanks to strong headwinds, and as a result of the early embroilment with Mow Cop et al, you could be in serious danger of expending all nine lives so hope for calm skies.

The last of four KOMs of the day (the first three being Mow Cop, Gun Hill and Barlow Hill), Kelsall is about as welcome as a hernia. Coming 81 miles into the route, this 1.1-mile climb boasts a five per cent average gradient with occasional ramps of 14-plus per cent. Dig deep on this, the day's final challenge, and back at base camp, five flat miles down the road, bask in the satisfaction of a good ride well-ridden.

#### The challenges

**1** Gunn Hill
Gunn Hill skirts the border of the Peaks and has featured on Tour of Britain stages. Prepare for a hard slog in the knowledge that you'll eventually be rewarded with arguably the best descent of the day.

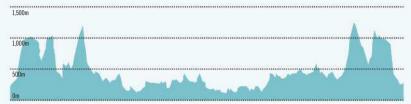
**2** Barlow Hill
The third of four
KOM challenges, Barlow
Hill features an average
gradient of seven per cent
at just under a mile in
length. A long, brakes-off
descent into Sutton and
onto the Plains awaits the
conquerors of this climb.

**3** Kelsall Hill
After 81 miles of
riding it's a fair assumption
that you won't be looking
forward to Kelsall Hill, but
this is the last challenge
of the day and with an
average gradient of five per
cent you may just come
away with the KOM crown.

#### NAIL IT

Mow Cop

AKA the Mow Cop Killer Mile Challenge — pretty
much explains itself. A mile of pain, which culminates
in around 100 metres of one-in-four. You know what
to do... put your head down and pray. Fortunately
however, Mow Cop comes after just 22 miles of
riding (it used to come during the latter stages of
the sportive but was deemed too tough to tackle
after nearly 100 miles in the saddle), yet Cheshire
Cat organiser Kilotogo is presenting medals to those
able to climb it without putting a foot down. Dig deep
and cycle away with the spoils.





# Lincoln Wheelers

# Cycling Club

Chris Sidwells samples a Saturday ride, and finds that the county with a reputation for being flat also has a healthy dollop of hills

Lincolnshire is definitely not flat," says Peter Jones, riding in apparent comfort beside me up another interminable slope. It's not the first time he's said it either. We seem to have been climbing for the last half an hour. He's proud of the fact, and justifiably so. Lincolnshire is not flat. Well, not this part at least.

Lincoln Wheelers is a traditional cycling club, but one with a modern, open outlook. It's a very friendly club too. "We've tended to be a time trial club, but now I'd like to think that we are a broad-based club that welcomes all aspects of cycling, even if we are not outstanding in any one area," Jones says, modestly.

He's one of the more experienced members, but we were invited along by a newer member of the Wheelers, Mark Waller. He started the Saturday rides, which he says are: "Great for whatever level you are at because they aren't as long as some of the Sunday challenge rides we have, and we split the groups. There's a cafe stop too."

#### A special beginning

Sounds good, but this one is even better because it has a cafe start as well. "We normally start all our rides in Lincoln, but to show you a bit more of the countryside we started this one in Bardney, and most of us rode here from Lincoln on the riverside cycle path," Jones explains. It turns out that showing us a bit more countryside means showing off Lincolnshire's hills, although Anthony Holton thinks we got off lightly. "We didn't go to Nettleton, the hill there is a killer, and there are lots of others around it," he says.

The cafe start is at the Bardney Heritage Centre. It's an old railway station full of rail and RAF memorabilia; including a fish and chip shop in a converted rail guards' van, and a large-scale model of a Lancaster bomber. Many squadrons of Lancasters were based in Lincolnshire, and the guy in charge knows plenty about their history. It's a great place for rail and aeroplane buffs, there's even a B&B in a converted rail carriage.

Anyway, into those hills. Lincoln Wheelers has a good race pedigree, with several past British record holders, and a wide range of racing and performance cyclists today. In 2015 its members won several awards in the Lincolnshire Best All-Rounder time trial competition, and tested themselves in some of the world's toughest cycling challenges.

"Five members rode the

Fred Whitton Challenge this year, and at least four have completed the Etape du Tour," Peter Jones tells me.

"Karen Brooks completed the Marmotte, the Dolomite Raid, which is eight days long, and along with three other club members she rode the Route des Grandes Alpes. And Richard Parker has ridden several long-distance Audax events, including London-Edinburgh-London in 2013,

#### **Gnarly bits**

There's plenty for members to be proud of, but not least is the club's spirit. There was tons of encouragement when we reached the gnarly bits of the ride in the Lincolnshire Wolds, and when we stopped to regroup after a particularly long slog up to Fulletby. A few members were keeping their

#### Club facts

Based: Lincoln Members: 168 Formed: 1890

Meets: Sundays at either Lindum or Yarborough, Wednesdays at the Village Green. Hykeham

powder dry ready for the first cyclo-cross in the Lincolnshire cross league at Sleaford the following day. And a growing number are trying road racing and cyclocross, so although the club's roots are in time trials it is branching out.

Lincoln Wheelers promotes a series of circuit races at the Lincolnshire Showground, and take its turn in putting on the TLI's Lincolnshire road race league events. It has a club road race

#### History

Although it was formed in 1890, a lot of the club's early history appears to have been lost.

Time trials have been a big part of the club's competitive side. It has always had a healthy calendar of club time trials, and it still does promote big open events. Barbara Collins put the club on the map in the 1980s when she set several British competition records.

Lincoln Wheelers is also famous for its reliability trials, which run on Sundays from January through February, and are used by many local cyclists as the foundation of their pre-season training.

#### **Achievements**

■ Barbara Collins set the



British junior 10-mile competition record in 1979 of 21.33, which still stands. So does her 10-mile women's tricycle record of 23.43 set in 1982.

- Allison Purser set a women's competition record for 15-mile tandem tricycle record in 2007.
- Steve and Miss S Barron set a mixed tandem competition record for 100 miles in 1980.



#### **Lincoln Wheelers club run**

#### Ride highlights

**Bardney** 

The ruined abbey was a key place in the ancient Kingdom of Lindsay, which in the 7th century stretched from the Humber to the Wash and bordered Mercia.

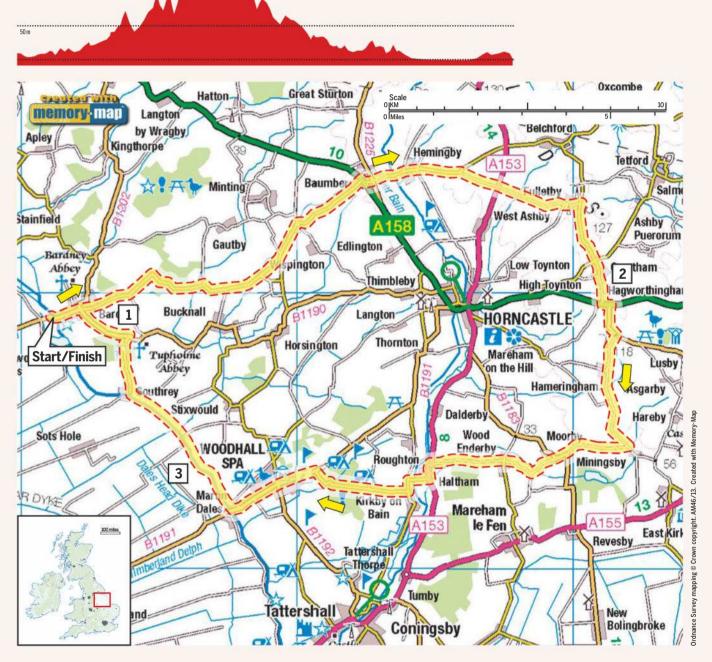
The Lincolnshire Wolds Glorious views, rolling hills and the most polite drivers we've ever met. Some even drove off the road to give us room.

Woodhall Spa It's a place that looks like a seaside town with the tide long gone. Very quaint, like a film set from the 1950s or 1960s.

#### Favourite cafe

#### Just Desserts

This is on The Broadway, which is the main road through Woodhall Spa, the B1191. It's an old-fashioned, ice-creamparlour-like place in what used to be a petrol station offering lovely cakes, ice cream and great coffee. This is a great stop off on the Water Rail Way cycle route — see www.sustrans.org. uk for details — as it's half way between Lincoln and Boston and about 500 metres off the route.





# NCO Today's prize for best sideburns goes to...



championship too, based on points awarded in the road race league.

Lincoln Wheelers also has a lively club magazine called *Chainletter*. This might be an old-fashioned idea but club mags can be a great way of creating spirit and feeling in any group. The *Chainletter* is packed with facts about rides, full of gentle ribbing,

and it follows in a great British cycling club tradition.

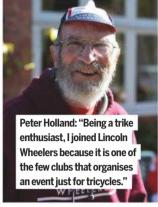
#### The beautiful norm

As we join the cycle trail that follows an old rail line back to Bardney, the last part of the ride doesn't disappoint. We're in landscape more typical of Lincolnshire now; open fields on one side and the wild River Witham on the other.

This trail joins up with the one from Bardney to Lincoln, so it's possible to ride the 30 miles from Lincoln to Boston with hardly a road in sight.

Cycling in Lincolnshire is really enjoyable; it's big enough to offer the space for everybody to get along, the scenery is rich and varied, and Lincoln Wheelers are a great club to do it with.

#### Meet the club









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#### **Bank Road**

CW

**Difficulty** 

rating:

8/10

#### Matlock, Derbyshire

Simon Warren

ank Road is one for the true masochists. It offers no grand vistas, no beautiful countryside. All it holds is a bucketload of pain in the form of 800 metres of incredibly steep,

almost uniform, pure 20 per cent climbing. Scene of the 2008 National Championship, it's one of the

shortest hills used, with the winner Matt Clinton covering the measured course in two minutes 24 seconds. If you fancy testing yourself against its gradient, then Matlock CC run an event on it each October, the second half of a double header with

the mighty Riber, which is raced in the morning. If you don't want the pressure of a race then of course it's there 365 days of the year. You start from the roundabout that connects Bakewell Road with Causeway Lane and Matlock Bridge. Head

> north-east from the centre of Matlock and before long it's climbing at 20 per cent. It rises relentlessly and kinks slightly

left into Rutland Street, which takes you up to the sweeping right-hand corner to join Wellington Street. Thankfully the severity of the gradient starts to fade from here all the way to the summit at the junction with the A632.



#### The stats

WHERE The climb rises away from the A615, heading north-east from the roundabout at the junction with Matlock Bridge.

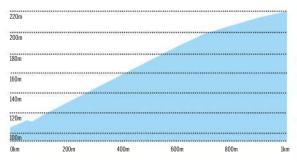
**KoM Top Tip** Measure your effort, try to ride a constant pace top to bottom.

#### 1km 220m 112m

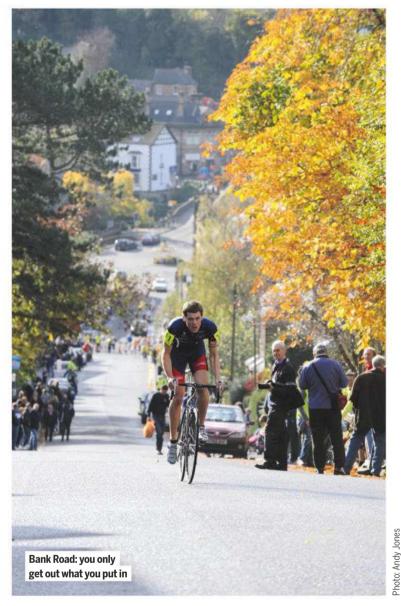
Summit height Height gain

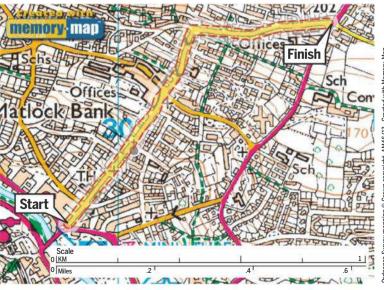
11% 20%

Average Max gradient gradient



Strava file: www.strava.com/segments/6677679





# Wearmouth makes it three apiece

he battle for supremacy in the North East
Cyclo-Cross Series continues, with Stuart Wearmouth (MTS Cycle Sport) edging to victory ahead of his rival Tony
Fawcett (Vieri Velo) in round six at Foxberry, near Richmond, on Sunday.

Wearmouth, 38 and from Bishop Auckland, now has three wins this season, with the other three rounds being won by Fawcett.

Fawcett had set off quickly, and by the end of the first lap was nine seconds ahead of Ian Lee (RAF CC) with Wearmouth another couple of seconds back. But a mid-race spurt saw Wearmouth overtake.

In the Wessex League, victory went to Jody Crawforth (Hargroves Cycles) — returning to action after missing the second round of the National Trophy because of the birth of his second child. He was almost two minutes ahead of runner-up Scott Chappell (Behind the Bikesheds).

Mr Consistent, Giles Drake (Leisure Lakes Bikes), won a fifth round of the North West League in Otterspool Park, Liverpool on Saturday. He crossed the line just 10 seconds ahead of rival Jack Clarkson (Wheelbase Altura).

Meanwhile, Ian Taylor (C and N Cycles) won round five of the Yorkshire Points Series in Huddersfield by almost a minute after shaking off Jacob Scott (ILLI Bikes).

In West Sussex, Jonathan Dennis (Hackney GT) secured his second London League win at the South of England Showground at Ardingly, taking the win on a singlespeed bike by 1.36 from Bruce Dalton (Kinesis UK).

In the Eastern League, there was a seventh win for defending champion Matt Holmes (Arctic Tacx) at Grafham Water. He was 26 seconds ahead of Grant Martin (XRT Elmy Cycles) on a slippery course, with tyre pressures playing a big part.

David Fletcher (Pines Cycles) was victorious in round six of the Notts and Derby League in Derbyshire. He held off Daniel Bath (Hope Factory Racing) by 25 seconds, with George Thompson (Sleaford Wheelers) another 10 seconds back in third.

Veteran Chris Rathbone (Somerset RC) bagged his fourth cross victory of the season in the South West League at Penrice, Cornwall, on Sunday. He finished more than two minutes clear of James Furniss (Zepnat RT).

And in the final open hill-climb of the year, Pete Tadros (In Gear-Quickvit) proved best in the Sussex Nomads CC climb of Ditchling Beacon. He clocked 4.22 for the 1,579-yard climb, 21 seconds better than runner-up Patrick Hough (Lewes Wanderers).

#### Rider of the week Evie Richards (TMO Racing)

The 18-year-old was fastest female in both the North West Cyclo-Cross League in Liverpool on Saturday and the Yorkshire Points Series in Huddersfield on Sunday.

Snowdon Sports supply domestic results and reports to Cycling Weekly. Please send your information to results@snowdons.co.uk or call 0114 232 5555 and we will do our best to include them in our expanded racing section.

#### Cyclocross

#### Sunday, November 1

Eastern League (Grafham Water, Huntingdon):

Seniors, Juniors: 1. Matt Holmes (Arctic Tacx) 1:05.20; 2. G. Martin (XRT-Elmy Cycles) +0.26; 3. J. Madgwick (Hackney GT) +1.09; 4. T. Scott-Collins (Windmill Wheels) +1.58; 5. P. Sheers (Vicious Velo) +3.37; 6. B. Lewis (Hackney GT) +3.58; 7. F. Bernasconi (Hackney GT) +4.08; 8. D. Toms (Iceni Velo) +4.32; 9. K. Jarvis (St Ives CC) +4.35; 10. C. Davies (Welwyn Wheelers) +5.16.

**Juniors:** Dougal Toms

Veterans: 40-49: Roger Maidment (East London Velo) Over-50s: Richard Muchmore (Revel Outdoors) Women: Delia Beddis (Vicious Velo)

Under-16 boys: William Raymond (Welwyn Wheelers)
Under-16 girls: Elspeth Grace (Welwyn Wheelers)

#### Yorkshire Points Series round five (Huddersfield, West Yorkshire):

Senior men: 1. Ian Taylor (C&N Cycles) 48.29; 2. C. Taylor (Paul Milnes Cycles) +0.51; 3. J. Scott (ILLI-Bikes) +0.56; 4. B. Cooper (Hargroves Cycles); 5. A. Lawrence (Team Elite); 6. R. Short (Pedalsport CC); 7. A. Peace (Jedi Cycle Sport); 8. P. Middleton (Zepnat.com); 9. M. Harper (Alba Rosa CC); 10. N. Smith (Moonglu).

Veterans: John Hick (Holmfirth CC)
Women: Evie Richards (T-MO Malvern)
Under-16 boys: Sam Moses (Paul Milnes Cycles)
Under16-girls: Ava Oxlev (PH MAS VCUK)

#### Central League round six (Letchworth, Hertfordshire):

Seniors: 1. Matthew Jones (Unattached) 1:04.17; 2. N. Ellison (WDMBC-Specialized)+0.01; 3. E. Clemens (Spirit Bikes RT) +2.10; 4. W. Beresford (London Phoenix) +2.29; 5. G. Rumbles (CC Luton) +2.54; 6. J. Ribeir O'Manso (WDMBC)+5.14; 7. J. Curtis (Berkhamsted CC) +5.48; 8. G. Howell (Bicester Millenium CC) +6.22; 9. G. Knight (Team Milton Keynes)+6.22; 10. A. Beard (Thames Velo)+6.25. Juniors: Buauna Ball (Catford CC)

Veterans 40-49: Mike Simpson (Beeline Bicycles) Veterans Over-50: Dave McMullen (Cotswold Veldrijden) Women: Lucy Gossage (Cambridge CC) Under-16s: Jamie Lloyd (Team Milton Keynes)

#### Wessex League round seven (Winchester, Hampshire):

Seniors: 1. Jody Crawforth (Hargroves Cycles) 59.31; 2. S. Chappell (Behind the Bikesheds) +1.51; 3. M. McDonald (Eden Veranda) +2.16; 4. T. Budden (Sotonia CC) +2.37; 5. J. Norfolk (PedalOn) +2.44; 6. K. Norfolk (PedalOn) +2.56; 7. C. Minter (PedalOn) +2.57; 8. C. Doyle (Hargroves Cycles) +3.37; 9. M. Guildford (VC Meudon) same time; 10. J. Hickerton (Eden Veranda) +3.46.

Veterans 40-49: Dan Guest (Performance Cycles) Veterans Over-50: Steven Davies (Hargroves Cycles) Women: Merce Pacios Pujado (Zappi's CC) Juniors: Tom Sewell (Cotswold Veldrijden)

#### North East Series round six (Richmond, Yorkshire):

Seniors: 1. Stuart Wearmouth (MTS Cycle Sport) 1:01.39; 2. T. Fawcett (Vieri Velo) +0.12; 3. I. Lee (RAF CC) +2.17; 4. C. Mather (Steel Cycle RT) +2.28; 5. S. Lee (Derwentside CC) +2.34; 6. K. Murray (Scott Racing) +2.55; 7. C. Burns (Cestria CC) +4.00; 8. J. Edmond (Mountain Goat Coaching) +4.28; 9. J. Alder (Cycleways Sports and Leisure) +4.30; 10. J. Fletcher (Cestria Cycles) +5.35.

Juniors: Mark Donovan (Beacon Wheelers)
Veterans: 40-49: Jamie Sharp (Feather Cycles)
Veterans over-50: Kenny Johnson (Scott Racing)
Women: Karen Poole (Hambleton RC)
Under-16 boys: Joseph Allan (Hetton Hawks)
Under-16 girls: Olivia Fawcett (Hetton Hawks)

#### South West League round 7 (Penrice, Cornwall):

Seniors: 1. Chris Rathbone (Somerset RC) 1:03.05; 2. J. Furniss (Zepnat RT) +2.02; 3. B. Farrer (Certini) +2.39; 4. R. Delve (Mid-Devon CC) +2.49; 5. O. Yates (Somerset RC) +2.58; 6. C. Revell (Somerset RC) +3.14; 7. M. Crane (Southfork Racing) +3.26; 8. M. Durant (Somerset RC) +4.33; 9. J. Dominguez (Cornwall BMX) +4.48; 10. P. Collins (Tavistock Wheelers) +4.51.

Veterans: Chris Rathbone Women: Catherine Kilburn (unattached) Juniors: George Armstrong (Taw Velo) Under-16s: Tristan Davies (One and All)

#### Western League round 7 (Stroud, Gloucestershire):

Seniors: 1. Steven Roach (Raleigh GAC) 52.27; 2. S. Chalmers (Felt Colbornes) +1.51; 3. D. Hall (BW Cycling) +4.04; 4. J. Whateley (Bath Univ CC) +4.34; 5. B. Davies (Cheltenham Cycles) +4:40; 6. J. Linden (Royal Dean Forest CC) +1 lap; 7. T. Clark (unattached): 8. B. Anstie (Cadence RT); 9. D. Arthur (unattached); 10. D. Beskeen (unattached).

Under-23s: James Whateley
Juniors: Matt Fratesi (unattached)
Veterans: Richard Cross (unattached)
Women: Miriam Whitehurst (VC St Raphael)
Under-16 boys: Simon Wylie (unattached)
Under-16 girls: Elena Taylor (Sulis Scorpions)

#### Hill climbs

#### Sussex Nomads CC Hill-climb (Ditchling Beacon, East Sussex, 1,579 yards):

1. Peter Tadros	
(In-Gear Quickvit Trainsharp RT)	.4:22.0
2. P. Hough (Lewes Wanderers CC)	4:43.3
3. J. Blenkarn (Sussex Nomads CC)	4:49.1
4. G. Thyer (Brighton Mitre CC)	4:55.7
5. J. Saunders (Charlotteville Cycling Club)	4:57.5
6. M. Chipping	
(Southborough & District Wheelers)	5:03.1
7. J. Barrett (Sussex Nomads CC)	5:07.1
8. A. Larking (Sussex Revolution VC)	5:12.4
9. N. Walters	
(Southborough & District Wheelers)	5:16.6
10. N. Martin (East Grinstead CC)	5:17.3
Junior: Jason Barrett	
Veteran: Peter Tadros	
Woman: Tamar Vanderhaas	
(Lewes Wanderers CC)	6:11.2

#### Saturday, October 31

Lazer North West League (Otterspool Park, Liverpool):

Seniors/Juniors: 1. Giles Drake (Leisure Lakes Bikes) 54.46; 2. J. Humphreys (Wheelbase Altura) +0.10; 3. M. Woffindin (Team Moda Anon) +2.35; 4. J. Thompson (Rutland CC) +2.58; 5. S. Reid (Wheelbase Altura) +3.41; 6. M. Wardle (Wheelbase Altura) +4.11; 7. J. Peatfield (Horwich CC) +4.21; 8. S. Wilson (Team Elite) +4.31; 9. J. Dalton (Pedalsport CC) +4.54; 10. T. Martin (Furness Future Flyers) +5.28.

Under-23s: Jack Humphreys Juniors: Joseph Peatfield Veterans: Pete Middleton (Zepnat RT) Women: Evie Richards (TMO Racing)

**Under-16 boys:** Isaac Peatfield (Bolton Hot Wheels) **Under-16 girls:** Nicole Clarke (Birkenhead NE CC)



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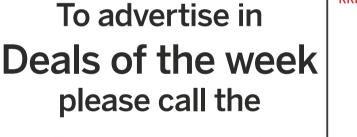
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# Hutch

The Doc's winter steed comes under CW tech-style scrutiny

doctorhutch\_cycling@timeinc.com

was flicking through an old copy of this magazine recently. I found myself reading a feature on Alberto Contador's Tour de France bike from last year — it was full of "For the hilly stage, Contador chose an 11-28 cassette, chainrings with a special low-friction coating and prototype tyres made out of fairies' dreams..." type of detail.

I looked at my winter training bike. And I started to ask myself the obvious question — why does no one do these features about knackered winter hacks? So here is the write up on mine:

The frame is from the bike Hutchinson raced at the 2002 Commonwealth Games. In those days it featured some paint, but most of that has now fallen off. The rear mech hanger used to be attached with bolts rather than, as is now the case, superglue and two small zip-ties.

The wheels are neither round

#### **Acts of Cycling Stupidity**

I arrived, on my bike, at a non-cycling friend's house for lunch a few weeks back.

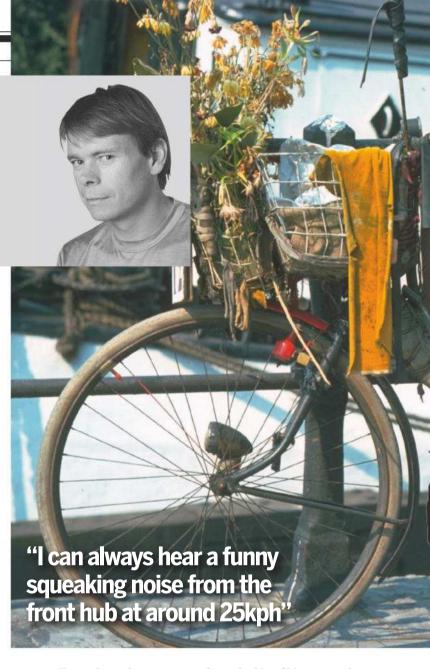
"Hello," he said. "Do you want to have a shower?" "What?" I said.

"A shower. You know. Or a bath. Since you've cycled here I thought you might like a shower. I'm sure you'd be more comfortable. It can't be nice sitting about in horrible sweaty cycling kit."

"Kev, I've come straight from home. I'm wearing normal clothes. You do know where I live, don't you?" I said.

"Of course."

"So in that case you'll know it's only 600 yards away?" Next time he comes to my house I'm going to ask if he wants a massage after the long drive.



nor true. "I can always hear a funny squeaking noise from the front hub at speeds between 20 and 25kph," explains Hutchinson. "But faster than that and the wind noise blocks it out, so I don't worry about it."

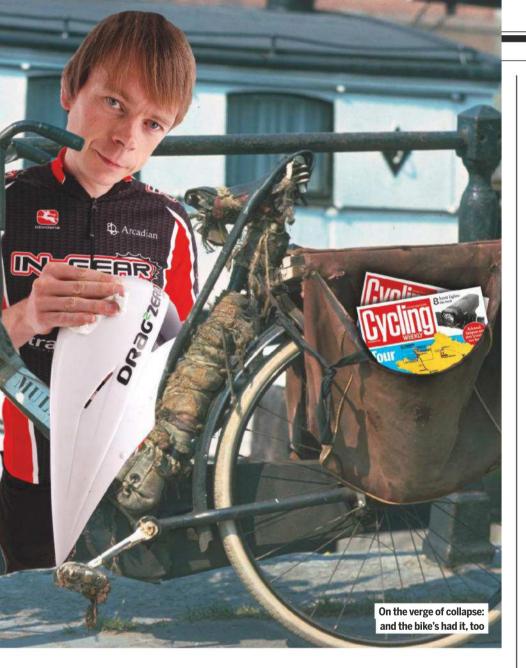
The freewheel mysteriously seizes after about an hour of use, meaning Hutchinson needs to stop, take it out of the bike, and bang the end of the axle with a stone. "As a feature it works quite well, actually, because I normally need to stop for a pee about then anyway," he says. "I often stop by the same farm gateway and use the same stone." He says it happens despite his carefully replacing the hub bearings last autumn with some

funny-looking Chinese ones he found in the bottom of his toolbox.

#### Rapid dilapidation

The bike features aerobars. Hutchinson keeps these on his winter bike partly so he can top up his TT training, and partly because the fixing bolts are rusted solid. The tape that holds the elbow pads on was last sticky sometime around 2003; stopping to go back and pick the pads up after they've blown off the bike allows Hutchinson to practise his dead-turns.

The handlebars only have bar-tape on one side. This is because he was replacing it one day when his friend Bernard called round and suggested they go for



a ride. Hutchinson says he keeps meaning to fix it sometime, but never gets round to it. "Sometimes I wear a bigger glove on one hand to compensate," he says.

The gears are controlled by bar-end levers from about 1983. He says that the front lever tends to slip gradually over the course of a ride, meaning that at some point the chain will unexpectedly flick from the big chainring to the small. "After that happens, I have to hold the lever in place with my hand to stop it slipping again. It works pretty well, actually. Because I use the same hand for the front brake, whenever I have to let go of the gear lever to hit the brakes, the gear automatically changes down."

The front brake is the one feature of the bike that works as originally designed. "It's a stunning bit of kit," explains Hutchinson. "It works every time. It's like witchcraft."

The saddle is from Hutchinson's 1990 TT bike. "It's like sitting on a spike," says Hutchinson. "I hated it then, and I still hate it now. I only put it on there because I was too tight-fisted to buy a replacement."

The stem is also old, an unbranded one which features a peculiar creaking noise. "I keep looking at it," he says, "and thinking 'you're going to break. One day soon you're going to break, and I'm going to die in agony'."

All in all it's hard to imagine a more perfect winter training bike.

#### How to... be not very good

A lot of people feel that 'ability' is seriously overrated in cycling. And it seems likely that many more people would get a great deal more from cycling if they were not so burdened down with the anxiety that 'not being very good at it' was something they should be concerned about.

Speed is clearly unimportant. Cycling slowly is exactly the same as cycling quickly, it just takes a little longer to get where you're going. Since the chances are that where you're going is back home again, well, why would you worry? Cycling is perhaps the only activity in the world where the more you enjoy it, the quicker you want it to be over.

Another issue with speed is that the nature of aerodynamics means that to go just a little faster requires a huge amount of extra effort. Most of the time you save by trying harder you will spend panting for breath when you get to your destination.

Bike handling is also overrated. The adrenaline rush a good bike handler gets from swooping down a descent at high speed and teetering on the edge of control is exactly the same as the rest of us can get from a descent at slow speed and teetering on the edge of control.

Finally, a lack of endurance means that the unfit can get to the much sought-after stage of cycling known as 'suffering like a dog' much faster than their more hardcore brethren. This can only be a good thing.



# Reynolds 531

Not only has this legendary British tubing won more Tours de France than any other type, it helped win World War Two, says *Simon Smythe* 

hen it was launched in 1935, Reynolds 531 revolutionised bicycle frame building.

The magic numbers, which adorn virtually every classic racing bike with a little sticker on the seat tube, derive from the ratio of the three main elements that are used in the make up of 531's

steel alloy tubes: manganese, carbon and molybdenum.

Reynolds 531 built a frame that had a super-light weight and high strength that had never before been achieved. To put it into perspective, a 531 tubeset was advertised in Reynolds's 1947 catalogue as weighing 3lb compared to the 4.5lb of the company's original butted tubes at the turn of the century — which were themselves revolutionary.

The 531 was so good that it remained the state of the art for four decades until the arrival of the even lighter yet fragile and highly impractical 753 in 1975.

The Reynolds company, which had existed as a thriving nail manufacturer in Birmingham since 1841, moved into seamless steel tubing in response to the cycling boom of the 1890s when the Starley safety bicycle replaced the high bicycle or 'penny-farthing'. Alfred Reynolds's patenting of the butting process, which meant tubes could be made thicker and stronger at their ends without increasing their outside diameter, launched Reynolds into its position as the country's — perhaps even the world's — foremost manufacturer of lightweight steel tubing.

#### Born out of the war effort

This inevitably meant Reynolds would be called upon to equip the armed forces. Its first government contracts of World War One were for tubes for military bicycles and motorcycles but in 1916 its precision tubing began to be used for aircraft. That year was one of the most important in the company's history as Reynolds put the development of 531 down to its experience in aviation.

During World War Two Reynolds was called up again, this time to build wing spars for Spitfires, sub frames for Lancaster bombers and Merlin engine mountings.

Post-war, 531 tubing took up where it had left off in cycling, and by the 1970s Reynolds claimed 531 frames and forks had been used in 24 out of 25 successive Tour de France victories. During the golden era of lightweight steel tubing, Reynolds 531 dominated not only professional racing but all disciplines of cycling with variants such as 531ST (Super Tourist) and 531ATB (All Terrain).

Although 531 does not enjoy the same level of popularity in the 21st century — mainly due to its unsuitability for TIG welding — it still has its diehard fans. In 2008 Reynolds relaunched a limited edition set of 531 tubes for lugged framesets especially for them.

For legions of cyclists past and present, a bike 'guaranteed built with Reynolds 531', as the wording on the sticker runs, is everything.



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